

CITY OF AUSTIN

LAMAR BEACH MASTER PLAN

SEPTEMBER 2016





DRAFT

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SEPTEMBER 2016



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INTRODUCTION

SITE CONTEXT

LAMAR BEACH

Lamar Beach consists of approximately 65.4 acres of parkland bounded by Lady Bird Lake to the south, Town Lake YMCA, railroad tracks and various parcels to the north, Austin High School and MoPac Expressway to the west and North Lamar Boulevard to the east. Current uses of the park include six ball fields, two multi-use fields, Lance Armstrong Bikeway, Austin Pets Alive! Adoption Center, Butler Hike and Bike Trail and the Texas Rowing Center. Currently, West Austin Youth Association (West Austin Youth Association) utilizes four ball fields and the two multi-use fields for youth sports programs.

The Lamar Beach area is a beloved part of Austin for both residents and visitors. Currently, it is not being used to its full potential. This site has significant challenges, such as extensive floodplain on both the south and north side of Cesar Chavez and existing utilities throughout the park. The existing recreational uses by partner organizations create unique conditions in this public park, and pose challenges to balancing their uses with that of the public recreational function of the park. There are also inter-local agreements between the City of Austin, Austin Independent School District (AISD) and the Texas Department of Transportation, whose properties have been included in the master plan boundary. These and other park users and neighbors will be critical partners in implementing the master plan.

Figure 1: Site Context



LEGEND

■ parks ■ waterbody - - - railroad - - - boundary



HISTORY AND PREVIOUS STUDIES

HISTORY OF LAMAR BEACH

The history of Lamar Beach is heavily tied to the history of Lady Bird Lake (formerly Town Lake). Lamar Beach makes up the northwest quadrant of the Lady Bird Lake Corridor in between MoPac Expressway and Lamar Boulevard. As early as 1928, the citizens of Austin envisioned the wide, green banks of the Colorado River and of the numerous creeks contributing to the city's heritage and form. In the 1928 master plan, these visions were formalized by a proposal to integrate the river and the creeks as a greenbelt system that would connect all of Austin.

Between 1917 and 1934, the successful Austin businessman, A. J. Zilker donated more than 300 acres of land surrounding Lady Bird Lake to the public school system on the condition that the city purchase the land for use as a public park. Thirty years later, in response to the building of Longhorn Dam, the development of Lady Bird Lake began. The stabilized lake edge provided by the Longhorn Dam made a public park space viable in this area. A visionary team called the Town Lake Beautification Committee was formed and spearheaded by Lady Bird Johnson. Lady Bird and her colleagues sought to beautify the lake edge with a trail and park improvements so that residents and visitors could enjoy nature in an urban setting for years into the future.

Up until the 1970s, Lamar Beach was fairly inaccessible to visitors. Cesar Chavez Street terminated at Lamar Boulevard and the Union Pacific rail tracks restricted access from the north. *"Figure 2: 1954 Map of West Austin"* shows the Lamar Beach area with a water tower and a small feeder road adjacent to Lamar Boulevard that connected visitors to a ball field and the Amtrak train depot.

The 1969 Austin Development Plan proposed the creation of MoPac Expressway and the expansion of Cesar Chavez diagonally across Lamar Beach in order to connect the southern portion of Downtown to the new highway.

The construction of MoPac Expressway and the expansion of Cesar Chavez Street lead to additional development along Lamar Beach. In the early 1970s, Austin High School needed a new location and the roadway created access to a centrally located piece of land large enough to accommodate a school campus. The new campus was constructed at the same time as MoPac Expressway and opened its doors in 1975.

West Cesar Chavez was constructed as an auto-oriented feeder road between Lamar Boulevard and MoPac Expressway that severed the north side of Lamar Beach from the Lady Bird Lake Corridor. The southern portion of the site continued to develop as a greenbelt and benefited from the efforts of the Town Lake Beatification Committee. Despite the fact that the north side was cut off from Lady Bird Lake, the expansion of Cesar Chavez did create accessible, centrally located parkland that became a possible location for destination oriented recreation and human service facilities.



The construction of MoPac Expressway in the early 70's created more vehicular access to Lamar Beach.

Figure 2: 1954 Map of West Austin

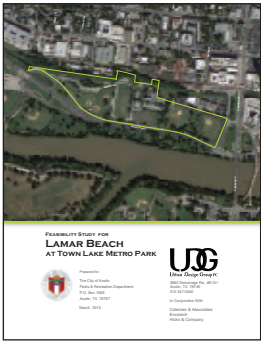


HISTORY AND PREVIOUS STUDIES

EXISTING STUDIES, PLANS, POLICIES AND PROJECTS

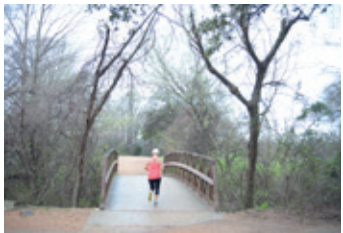
The Lamar Beach Master Plan builds on the existing studies, policies, plans and projects that have been done or are currently planned for Lamar Beach and surrounding properties.

STUDIES



2014 LAMAR BEACH FEASIBILITY STUDY

Completed in March 2015, this report summarizes the physical and regulatory constraints and opportunities for future building development in the portion of Lamar Beach north of West Cesar Chavez. Building suitability analysis considered a variety of criteria, including existing utility locations, applicable land use regulations, a range of environmental factors like topography and the location of significant trees.



BUTLER TRAIL URBAN FORESTRY AND AREA MANAGEMENT GUIDELINES

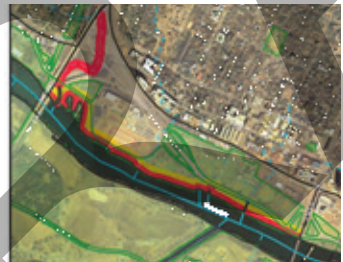
The Texas Trail Foundation developed the Trail Wide Urban Forestry and Ecological Restoration Guidelines including a site inventory, data acquisition, and management plan for the 199 acres of urban forestland adjacent to Lady Bird Lake and the Butler Trail. This is an important analysis and blueprint for improving the Trail's woodlands and riparian areas.

POLICIES



CURRENT ZONING REGULATIONS

The property is currently zoned P-NP for Public – Neighborhood Plan. The adjacent zoning does not present any compatibility issues. The property is located in the Old West Austin Neighborhood Plan adopted June 29, 2000. Nothing within the adopted Neighborhood Plan appears in conflict with the existing uses or future park improvement possibilities.



WATERFRONT OVERLAY REGULATIONS

Austin applies this zoning designation to areas that mediate between urban development and both the park land and shoreline of Lady Bird Lake and the Colorado River. Within these zones, development is heavily regulated, and generally confined to soft programming and pervious surfaces.



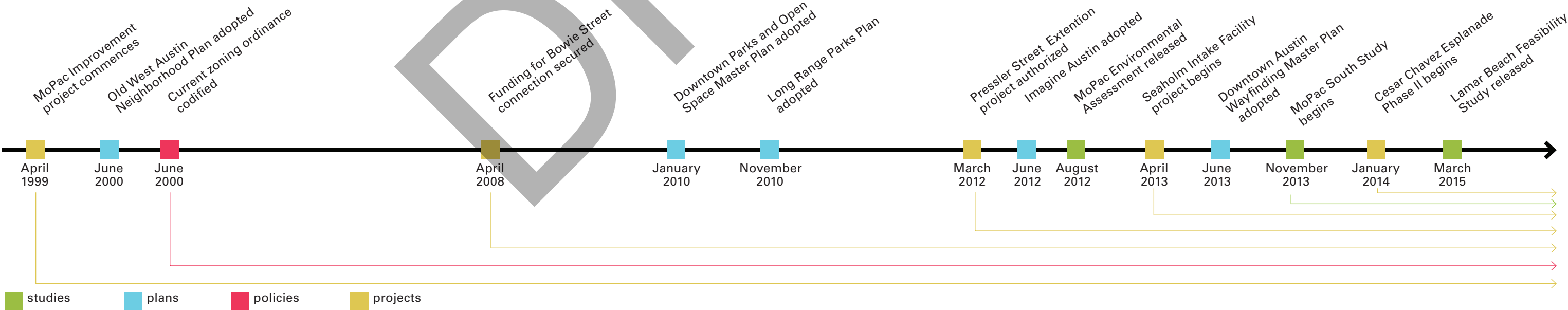
MOPAC ENVIRONMENTAL ASSESSMENT

The study began in July 2010 with the consideration of alternatives for improving mobility in the corridor, including adding multiple lanes or a high occupancy vehicle (HOV) lane, as well as making no improvements at all. The environmental study found that Express Lanes were the preferred alternative for addressing mobility issues in the corridor. These new lanes are currently under construction.

MOPAC SOUTH ENVIRONMENTAL STUDY

In 2013, the Mobility Authority and Texas Department of Transportation initiated an Environmental Study of the MoPac corridor from Cesar Chavez Street to Slaughter Lane. In November of 2015, the Mobility Authority presented six alternatives. Among others, these alternatives included the addition of General Purpose Lanes, HOV Lanes, Express Lanes or Transit Only Lanes.

Figure 3: Timeline

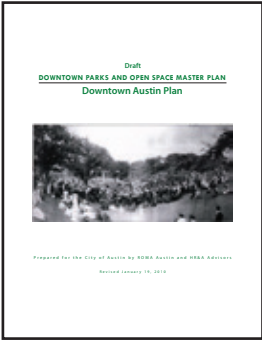


HISTORY AND PREVIOUS STUDIES

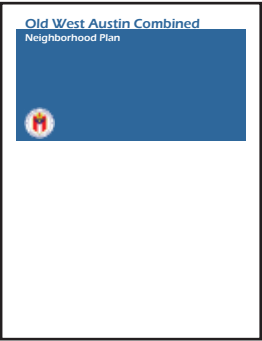
PLANS



1989 TOWN LAKE COMPREHENSIVE PLAN
In 1989, the Town Lake Comprehensive Plan was the largest park planning project ever undertaken by the City of Austin. Its purpose was to consider the recreational lands as a whole and envision an active new “living room” for the heart of the city. The plan also located future civic functions and performance venues and outlined zoning overlays to guide development on both sides of the lake. This award winning plan laid the foundation for many of the programming elements along the Lady Bird Lake Corridor. Lamar Beach was envisioned as a passive neighborhood park with no athletic fields and a large central lagoon that connects underneath Cesar Chavez at the two tributaries that feed into Lady Bird Lake.



2010 DOWNTOWN PARKS AND OPEN SPACE MASTER PLAN
Adopted in January 2010, Austin’s Parks and Open Space Master Plan also acknowledges the foundational role that Lady Bird Lake and its greenway play in the city’s wider portfolio of green space. Additionally, it specifies five key goals for the greenway that the Lamar Beach Master Plan can advance: Providing additional programs to attract a greater diversity of users; Concentrating programming enhancements in underutilized parkland areas along the trail; Improving views across and access to the river by managing understory vegetation growth; Improving trail facilities to accommodate larger share of bicycle and pedestrian users; and Implementing a cohesive system of trail signage throughout the greenway.



2000 OLD WEST AUSTIN NEIGHBORHOOD PLAN
Austin City Council adopted this plan in June 2000 to address issues related to land use, zoning, transportation, parks, green spaces, historic preservation and urban design in the Old West Austin Neighborhood Association (OWANA) on the northern border of the Lamar Beach study area. Among OWANA’s chief priorities were safe bicycle and pedestrian routes to nearby parks space, supply of playgrounds available to neighborhood children and the maintenance of the local forest of canopy trees.



2012 IMAGINE AUSTIN COMPREHENSIVE PLAN
Austin’s comprehensive plan was adopted in June 2012. While the Plan does not explicitly address Lamar Beach, it does emphasize the critical role of Lady Bird Lake in creating a citywide network of interconnected greenways and waterways, and stress the importance of protecting and enhancing the Lady Bird Lake view corridor.



2010 CITY OF AUSTIN LONG RANGE PARKS PLAN
Intended to target future growth in Austin’s parks and recreation investments, this plan depicts Lamar Beach as one of a handful of parks throughout the city that is both insufficiently developed, and adjacent to a sizable constituency of potential users. The plan continues that this combination of factors makes Lamar Beach a planning priority for the Austin Parks and Recreation Department (Austin Parks and Recreation Department).

Furthermore, this plan classifies Lamar Beach as a “metropolitan park,” the largest, most diversely programmed park type in the Austin Parks and Recreation Department portfolio. Typically located along waterways, these parks serve citywide user groups and often have regional and even national appeal. Metropolitan parks tend to have a range of both passive and active programming, including trails, open play fields, picnic facilities, and swimming amenities. Finally and significantly for Lamar Beach, the majority of this class of park’s users arrive by personal or group vehicles, rather than public transit.



2013 DOWNTOWN AUSTIN WAYFINDING MASTER PLAN
Adopted in June 2013, this plan recommends an overall wayfinding strategy and graphic design standards for directional and informational signage in Austin’s downtown core. West Cesar Chavez from MoPac Expressway to Congress Avenue is identified as a significant gateway for travelers entering downtown Austin from the west. The Downtown Austin Wayfinding Master Plan recommends the following strategies for improving the West Cesar Chavez gateway into downtown:

- Ensure that the trailheads are visible from Cesar Chavez; and
- Consider widening and delineating pedestrian and bicycle zones on the Cesar Chavez bridge crossing, as well as creating sidewalk/trail improvements on the west side of this bridge.

In addition to serving as a major gateway into downtown, Lamar Beach contains over a mile of the Lady Bird Lake Trail, a trail that attracts between 7,000 – 10,000 visitors a day. The master plan recommends improvements to trail signage along Lady Bird Lake to improve the visibility of the trail and provide historical or botanical information.

HISTORY AND PREVIOUS STUDIES

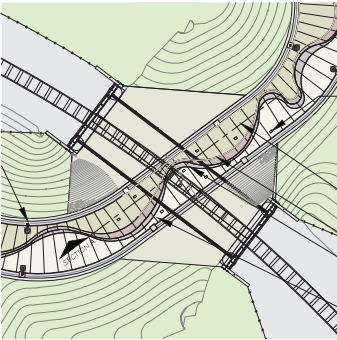
PROJECTS



PRESSLER STREET EXTENSION

The City of Austin Public Works Department worked for approximately two years on the design of an extension of Pressler Street to connect with the existing West Cesar Chavez. The work consisted of engineering and design as well as stakeholder meetings with the adjacent land owners, neighborhood, Austin Parks and Recreation Department and West Austin Youth Association representatives. There are considerable physical constraints consisting of elevation change, existing roadway configuration and existing water and electric infrastructure.

In addition to creating a north-south connection between West Fifth Street and West Cesar Chavez Street, this project intended to create a railroad quiet zone through much of the Lamar Beach study area. Due to concerns over its potential impact to safety, functions and programs in or adjacent to Lamar Beach, the project was met with some hesitance from the community. A committee comprised of representatives from the City of Austin, Texas Department of Transportation, West Austin Youth Association, and the Austin Independent School District was established to discuss these concerns.

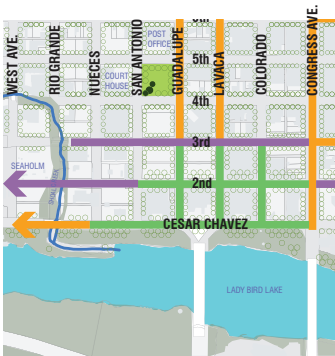


BOWIE STREET CONNECTION

The City is reviewing plans for a downtown bicycle and pedestrian connection to the Lady Bird Lake Hike and Bike Trail, with access points along Third Street at Bowie Street and West Avenue and at Second Street near Sandra Muraída Way. The connection would pass beneath the existing railroad trestle and feature a variety of landscape and public art amenities.

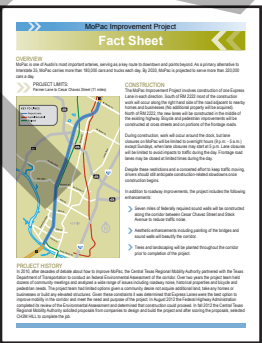
SEAHOLM INTAKE FACILITY

Built in the 1950s, the iconic Art Deco pump house at the Seaholm Power Plant on the banks of Lady Bird Lake was decommissioned in 1996. The property consists of three buildings situated on a 3.4 acre parcel bordered by Cesar Chavez to the north, Lady Bird Lake to the south, Shoal Creek to the east, and Railroad Bridge to the west. The City initiated a process to transition the facility to an adaptive reuse mixed use development in 2013.



CESAR CHAVEZ ESPLANADE PHASE II

The City of Austin is pursuing improvements to the south side of Cesar Chavez Street in downtown Austin, from approximately South First Street on the east to B. R. Reynolds Drive on the west. The specific improvements are described by the City as Great Street-type improvements on the south side of Cesar Chavez Street to match recently completed esplanade to the east. The project also includes street trees, landscaping, furnishings and other associated improvements. The purpose of Phase II is to establish the type and extent of the proposed improvements, as well as preliminary estimate of cost and other permitting issues or institutional considerations.



MOPAC EXPRESSWAY IMPROVEMENTS

The 2010 MoPac Environmental Assessment found that High Occupancy Vehicle Express Lanes were the preferred alternative for addressing long term mobility issues in the corridor. Express Lanes are currently under construction for the middle section of the MoPac Expressway, separated from the existing lanes by a four to five foot wide striped buffer zone with flexible plastic sticks. Drivers will be able to access the MoPac Express Lanes at several entry points, including West Cesar Chavez just beyond the boundary for the Lamar Beach Master Plan study area.

HISTORY AND PREVIOUS STUDIES

PARTNERSHIPS

The following five agreements are relevant to the Lamar Beach Master Plan as each of these entities currently has exclusive use of some of the amenities and acres within the park based on their long-term agreements. Below is a brief summary of the agreements.



OBSERVATIONS

- West Austin Youth Association is providing a benefit to Austin Parks and Recreation Department with youth sports programming which a mission for Austin Parks and Recreation Department.
- Other sports organizations are offered similar agreements in order to help Austin Parks and Recreation Department meet its mission of providing youth sports activities.
- There is not a direct monetary benefit to Austin Parks and Recreation Department, however, West Austin Youth Association invests over \$100,000 annually in maintenance and improvement costs with daily maintenance, garbage collection, portable toilets, and annual improvements to the facilities. In addition, the West Austin Youth Association staff cost of running recreational youth programs, leagues, clinics, providing scholarships, and scheduling for other youth programs, by partnering with West Austin Youth Association the City is able to save hundreds of thousands of dollars annually at the same time that it is able to increase the number of youth and families who are served by the City.

WEST AUSTIN YOUTH ASSOCIATION

- Original agreement signed in August 2013 for 25 years with one 10 year extension.
- Extension enacted August 2014 for 50 years with one 25 year extension.
- First amendment to agreement June 2015 for 25 year term that starts after the City adopted Master Plan is completely constructed while adhering to the City approved timeline. There is a one 25 year extension at the City's sole discretion.
- Ballfields include Kocurek Field, Bishop Field, Sayers Field, Bechtol Harper Field, Chalmers Field, Williams Field, and McEachern Field.
- Buildings include the concession stand, field press box, and other maintenance/storage structures.
- West Austin Youth Association shall have first priority right to use the ball fields, except for Williams Field, and buildings at all times during the season for West Austin Youth Association athletic or youth programs.
- West Austin Youth Association shall provide year-round maintenance of the ball fields, including Williams Field as long as it continues to exist as an athletic field, in accordance with the City's ball fields maintenance standards.
- West Austin Youth Association, at its sole expense, is permitted to operate concessions within the buildings.
- West Austin Youth Association, at its sole expense, is permitted to display sponsorship signage on the interior of the ball fields.
- West Austin Youth Association is responsible for the costs of all utilities (electric, water, waste water, etc.) associated with operations of the ball fields, except Williams Field, and Buildings in excess of the annual City utility stipend.
- West Austin Youth Association and its contractors, at their sole cost and expense, will obtain, provide and keep in force the insurance and provide a certificate of insurance naming the City as an additional insured.
- The City shall never charge, assess or otherwise require payment from West Austin Youth Association for West Austin Youth Association's use of the ball fields.
- City shall provide to West Austin Youth Association an annual payment of utility charges as established through the annual City of Austin budget process.
- The City is approving several improvements to the fields' acreage that West Austin Youth Association will pay for and the City will own if agreement is terminated.
- The City will negotiate a mutual parking and controlled access agreement for adequate parking areas during West Austin Youth Association scheduled programming.



OBSERVATIONS

- Austin Pets Alive! receives priority use of a portion of the park for a non-traditional park use.
- Austin Pets Alive! paid for ongoing maintenance and utilities since 2013 with no contribution from the city.
- Austin Pets Alive! takes in 25 percent of the City of Austin Animal Center's animals and funds all of their care thus saving the city of Austin \$3 million annually.

AUSTIN PETS ALIVE!

- The License Agreement was made from May 2012 to May 2013. The Amended License Agreement was made from May 2012 to May 2015.
- In November 2014, the City of Austin adopted an ordinance that extended the Amended and Restated Temporary Licence Agreement with Austin Pets Alive!. The Amended and Restated License Agreement is from May 2015 to May 2017 with three, one year extensions available.
- The Town Lake Animal Center (operated by Austin Pets Alive!) conducts animal rescues for animals originating from Bastrop, Caldwell, Hays, Travis, and Williamson Counties.
- The Town Lake Animal Center (operated by Austin Pets Alive!) also includes medical treatment, behavioral training, fundraising, and outreach events during the transition of Austin Animal Services (AAS) into a new Austin Animal Center.
- There are no license fees paid by Austin Pets Alive! to the City.
- Austin Pets Alive! is to pay the City \$1,500 per week to operate if the Agreement is terminated.
- Austin Pets Alive! maintains the entire premises and is responsible for the sole cost of structural/non-structural repairs, maintenance, operation, security, electrical, mechanical, HVAC, plumbing, fixtures, janitorial and fire safety.
- Austin Pets Alive! owns all the furniture and equipment.
- The City owns all the facilities and improvements at the termination of the agreement.
- Austin Pets Alive! must carry current insurance in the amounts determined by the City and the City is not liable for any incidents that happen on the Town Lake Animal Center premises.
- The City paid Austin Pets Alive! \$10,000 per month during the primary term of the Agreement from November 2011 to November 2012 for a total of \$120,000.
- The City paid electrical, water, and wastewater not to exceed \$12,000 per month ending November 9, 2012.

HISTORY AND PREVIOUS STUDIES



OBSERVATIONS

- This agreement enhances that area of the park with the YMCA paying not only for the improvements but for the maintenance.
- There is no exclusive use of the shared parking area.
- The amount of park land impacted by this agreement is minimal.
- The improvements include many beautification items as well as waterlines to the City ball fields.

YMCA TOWN LAKE BRANCH

- The Parkland Improvement Agreement between the YMCA and the City became official on March 14, 2011 for 20 years unless the facility is no longer operated by the YMCA or terminated earlier.
- YMCA owns and operates the exercise and recreational facility.
- The City desires that YMCA construct the project because it will improve the usefulness and appeal of the portion of the park and will provide additional parking for the park's users.
- YMCA shall be responsible for the construction and installation of the following improvements:
 - Temporary erosion control and tree protection fence during construction,
 - Relocation of existing City public waterline to allow for plaza/wall improvements, reconnection of existing YMCA water meters, fire hydrant installation and installation of six inch waterline stub for ball field use,
 - Concrete pavers across access drive for pedestrian use to YMCA facility and signage relating to pedestrian crossing,
 - Landscaping/irrigation for plaza area,
 - Portion of plaza and walls,
 - Stairs/lighting to plaza area, and
 - Striping of fire lane along access drive.
- YMCA will obtain and maintain insurance.
- YMCA will be responsible for all costs of construction, installation, maintenance and use of the improvements, including, without limitation, consultant fees, design costs, landscaping costs, labor costs, site restoration and re-vegetation costs, materials costs, engineering costs, legal fees, utility connection fees, permits, inspection fees, insurance costs, equipment costs, construction costs, and any other costs incurred in the design, construction, use or maintenance of the improvements.
- YMCA shall be responsible for all routine, preventative and capital maintenance of the improvements at YMCA's sole cost and expense, including, without limitation, mowing, watering, pruning, replacement of dead plants and trees, litter removal, and any and all other maintenance required to keep the improvements safe, orderly, clean and operational.
- Upon the expiration of the Agreement, YMCA will relinquish to the City, at no cost to the City, all rights in and to the improvements located on City property.



OBSERVATIONS

- This agreement doesn't pose any real challenges as it is an equity partnership based not on exclusive use but primary and secondary uses of each other's assets at the prime times for each entity.
- Both AISD and the City pay for the upkeep and maintenance of their primary use areas and split equally the other maintenance and capital costs of Areas 2 and 3.

AUSTIN INDEPENDENT SCHOOL DISTRICT

- The ongoing agreement shall automatically renew on October 1 of each year for 25 successive one year terms through 2037.
- Primary and secondary uses for AISD and the City for use and maintenance of the five areas defined in the agreement.
- The defined areas within the agreement include:
 - Area 1 - rowing center, located on property owned by AISD, subject to a hike and bike easement dedicated to the City of Austin.
 - Area 2 - parking lot, located on property owned by the City.
 - Area 3 - tennis courts and the adjacent pro shop building located on property owned by the City.
 - Area 4 - R.D. "Boss" Thorp baseball field and related improvements, located on property owned by the City.
 - Area 5 - Stephen F. Austin Drive, located on property owned by AISD.
- Upon termination, AISD shall have sole use and sole responsibility for maintenance, utility, landscaping, and capital costs for areas 1 and 5; and the City shall have sole use and sole responsibility for maintenance, utility, landscaping and capital costs for areas 2, 3 and 4.



Figure 4: AISD and City of Austin Interlocal Agreement Exhibit

HISTORY AND PREVIOUS STUDIES



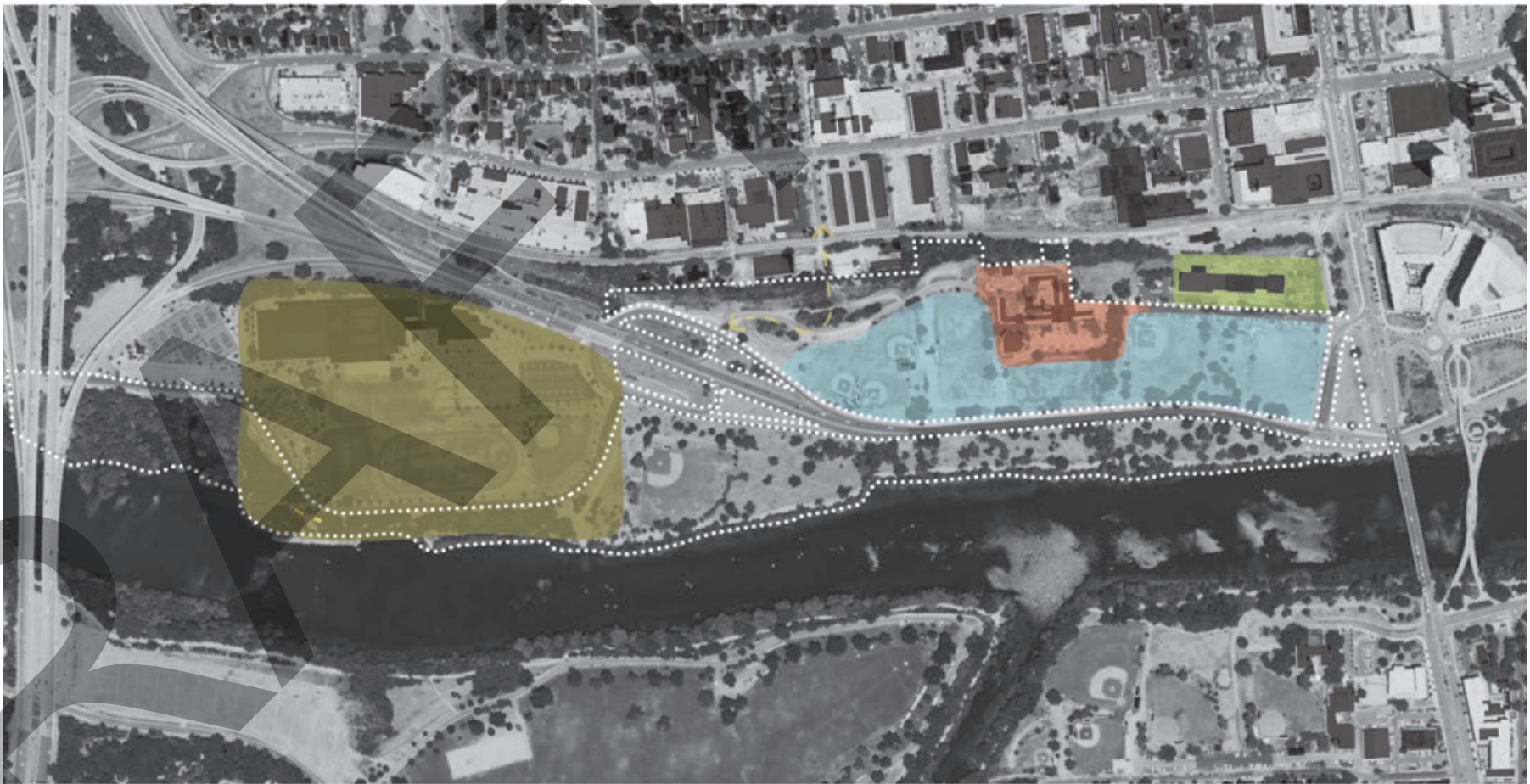
OBSERVATIONS

- This agreement doesn't pose any real challenges as it is a good equity partnership based on a Contractor with more expertise than the City agreeing to operate a boating concession which is open to the public on behalf of the City.
- This is a revenue agreement that stipulates the Contractor reinvest money into the facility and equipment annually.
- AISD has some primary use times during the school year which is not considered exclusive use in which the school compensates the Contractor and/or City based on the Austin High School agreement with the City.

TEXAS ROWING CENTER, INC. (TEXAS ROWING CENTER)

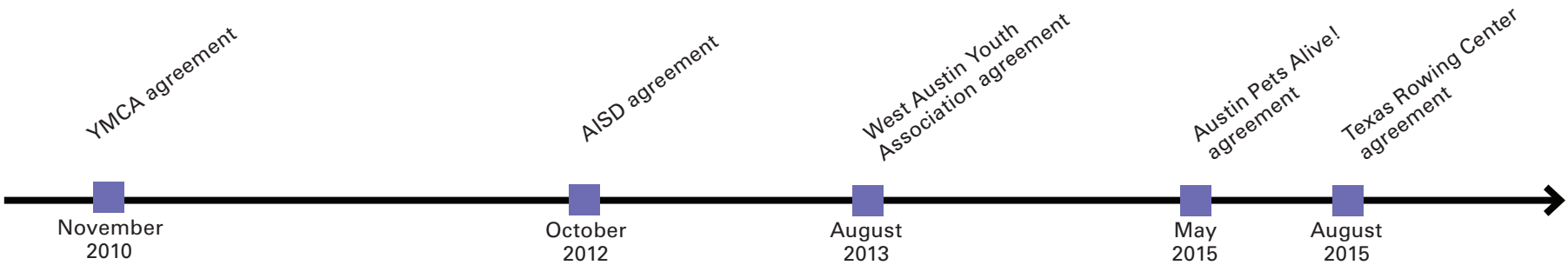
- Texas Rowing Center, Inc. operates a boat house facility and rowing concession on Lady Bird Lake immediately south of Austin High School (on AISD property) to provide instructional and recreational rowing, sculling, stand-up paddle boards, canoes and kayaks, with emphasis on overall esthetic appeal and compatibility with existing lake uses.
- The original agreement for operating a rowing and sculling concession on Lady Bird Lake was signed in May 2000 for a five-year term.
- There have since been three five-year extensions which takes the agreement through May 2020.
- Payment of fees owed to the City by Texas Rowing Center shall equal \$1,000 for each month of the agreement. In addition, at the end of each year, Texas Rowing Center will pay the City the following amount minus \$4,000: one percent (1%) of the club's yearly net revenue (gross sales- sales tax) and eight percent (8%) of the net revenue above \$80,000 per year.
- Texas Rowing Center shall:
 - Secure and pay for any required utilities on the premises necessary for the operation of the rowing concession,
 - Provide all equipment, and maintenance of all equipment and structures necessary for the operation of the concession,
 - Maintain a functional fleet to include no fewer than 20 boats at all times,
 - Maintain facilities and premises in good condition and repair, and
 - Finance, design, permit and construct an extension to and structure(s) on the existing dock.
- Texas Rowing Center guarantees a reinvestment of at least ten percent (10%) of net income, after sales tax and City payments, into equipment and facilities maintenance and purchase.

Figure 5: Sites Governed by Partnership Agreements



LEGEND

- Austin Independent School District
- West Austin Youth Association
- Austin Pets Alive!
- Texas Rowing Center
- YMCA



PROJECT APPROACH

VISION FOR LAMAR BEACH

The vision of this project is to provide a master plan to guide future development and use of Lamar Beach. The master plan should create a guide for future development, recommend improvements to the existing infrastructure and propose project implementation recommendations for Lamar Beach in Town Lake Metropolitan Park. These study outcomes should be comprehensive, community supported recommendations that improve all forms of mobility within the study area, connectivity to adjacent neighborhoods, environmental quality and the overall recreational quality of the Lamar Beach area.

CHALLENGE AND APPROACH

Lamar Beach is at risk for being disjointed and disconnected for both vehicles and pedestrians, becoming a waterfront that people pass through rather than an iconic, singular community destination. Lack of a cohesive vision renders Lamar Beach as a passive recipient of planning decisions rather than a driver of community needs. How can the Lamar Beach Master Plan proactively think about, help define and advocate for the values and needs of current and future park users?

Lamar Beach is one of the last remaining major waterfront sites in Austin and is a great placemaking opportunity. Planning and designing a high quality recreational amenity for the City is critical so that it will become a vibrant place for residents and visitors alike. The project requires a comprehensive integration of park programming, pedestrian routes, natural amenities, safe vehicular flow and additional parking. A robust public engagement process will ensure that the plan is driven by community input and leads to a balanced solution.

WORKING PROJECT GOALS

COMMUNITY

Stakeholder Engagement: Gain support from affected stakeholders including current users, adjacent property owners, surrounding residents and commuters.

Connectivity: Integrate adjacent properties and nearby neighborhoods while removing barriers to safe, accessible connections through the park.

Programming: Balance existing uses on the site with additional social and recreational possibilities that maximize the enjoyment of the park by all.

ECONOMICS

Ensure financial sustainability for the park while creating long term value for the residents of Austin.

ENVIRONMENT

Enhance natural assets and minimize negative impact on the site and its surrounding context.

ART

Solidify the identity of Lamar Beach.

METRICS

METRICS

Metrics are a discovery-oriented tool to shape a collective point of view about a project’s aspirations. They help to develop more thorough design solutions by setting goals, integrating strategies and measuring outcomes.

At the outset of the design process the team established six goals to guide design efforts and ensure that this final master plan optimizes Lamar Beach. The project team then selected four to five performance indicators that measure how well the park achieves the goals.

Table 1: Metrics

Baseline	
GOAL 1: GAIN SUPPORT FROM AFFECTED STAKEHOLDERS INCLUDING CURRENT USERS, ADJACENT PROPERTY OWNERS, SURROUNDING RESIDENTS AND COMMUTERS. (STAKEHOLDER ENGAGEMENT)	
Metric: Number of Decision Makers Engaged	
Metric: Number of Implementers Engaged	5 Technical Advisory Group meetings
Metric: Number of Affected Stakeholders Engaged	1540 Online poll participants, 300+ workshop participants, 11+ Stakeholder Group Meetings
Metric: Number of General Public Informed	6,105 + Website Visits from 9/1/2015 to 3/15/2016
GOAL 2: INTEGRATE ADJACENT PROPERTIES AND NEARBY NEIGHBORHOODS WHILE PROVIDING SAFE, ACCESSIBLE CONNECTIONS THROUGH THE PARK. (CONNECTIVITY)	
Metric: Non-vehicle entry points per acre	There are seven non vehicle entry points, which results in .07 entry points per acre.
Metric: Distance between pedestrian crossings across major adjacent road	There is a .3 miles distance between crossings along Cesar Chavez - almost a seven minute walk.
Metric: Number of residential parcels within a quarter mile, half mile, and mile walk along the street network	There are four residential parcels within a five minute walk and 95 within a ten minute walk.
Metric: Linear feet of physical barriers to connectivity such as fences	There is 9,701 linear feet of fencing throughout the park.
Metric: Percentage of vehicle to pedestrian and bicycle routes w/in the park	76 percent of linear circulation for cars, 24 percent is for people.
GOAL 3: BALANCE EXISTING USES ON THE SITE WITH ADDITIONAL SOCIAL AND RECREATIONAL POSSIBILITIES THAT MAXIMIZE THE ENJOYMENT OF THE PARK BY ALL. (PROGRAMMING)	
Metric: Land share of different program elements	Ballfields: 16 acres (24%); Animal Shelter Area: 4.1 acres (6%); Hike and Bike Trails: 2.3 acres (3%)
Metric: Parking spaces per acre	There are 13 designated parking spaces for every acre of park land.
Metric: Percentage of active program	22 percent of Lamar Beach is composed of active program.
GOAL 4: ENSURE FINANCIAL SUSTAINABILITY FOR THE PARK WHILE CREATING LONG TERM VALUE FOR THE RESIDENTS OF AUSTIN.	
Metric: Percentage of privately operated park space	31 percent of Lamar Beach is composed of privately operated parkland.
Metric: Maintenance budget per acre	The City of Austin allocates \$10,000 - \$20,000 per acre for maintenance of parks.
Metric: Revenue generated by programming or leasing	Annual cash revenue from the Texas Rowing Center
GOAL 5: ENHANCE NATURAL ASSETS AND MINIMIZE NEGATIVE IMPACT ON THE SITE AND ITS SURROUNDING CONTEXT.	
Metric: Percentage of impervious cover	21 percent of the park is impervious cover.
Metric: Existing tree canopy coverage	25 percent of the park has existing tree canopy coverage.
Metric: Percentage of park in steep slopes	One percent of the park has steep slopes.
Metric: Percentage of park in utility buffer	16 percent of the park is within a utility buffer.
Metric: Percentage of park in the floodplain	86 percent of the park is within the floodplain.
GOAL 6: SOLIDIFY THE IDENTITY OF LAMAR BEACH	
Metric: Number and size of existing nodes	There are five existing nodes. The average size of the node is .13 acres or 5,880 square feet.
Metric: Number of existing features on the site of historical or cultural value	There are two existing historical resources on the site.



The Texas Rowing Center is just one of many well loved destinations that exist on Lamar Beach today.

DRAFT

EXISTING CONDITIONS

SITE ANALYSIS

REGIONAL CONTEXT

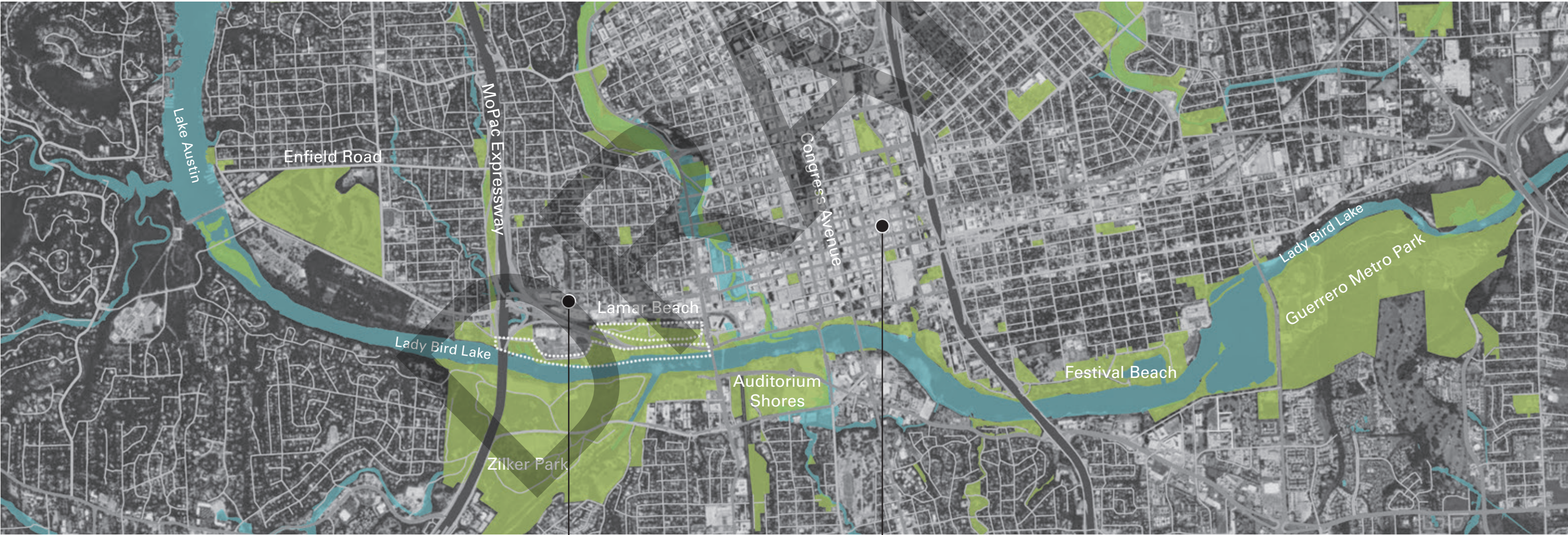
Lamar Beach is located southwest of downtown Austin and carries vital citywide transportation corridors that connect to the rest of the city. Cesar Chavez Street bisects the site, connecting downtown vehicular commuters to MoPac Expressway– the main north/south artery in West Austin. The Lance Armstrong Bikeway and the Butler Hike and Bike Trail, both of which function as major links in greater Austin’s bicycle commuter network, pass through the Lamar Beach site.

In addition to its role in the region’s automobile and bicycle infrastructure, Lamar Beach and its surrounding context also have vital roles in the regional ecosystem. Both Shoal Creek and Johnson Creek drain into Lady Bird Lake in or adjacent to the park; West Bouldin Creek, Waller Creek and Barton Creek also enter the lake in the immediate vicinity. Given its proximity to these major hydrologic features, Lamar Beach’s ecological stability is crucial for mediating the quantity and quality of regional stormwater.

Finally, Lamar Beach also serves a critical function within the region’s larger parks programming vision. As “*Figure 6: Regional Context*” indicates, smaller district and neighborhood parks are generally well dispersed throughout Austin, but public investment in parks and open spaces has struggled to keep pace with the city’s growth in population. This is particularly true in downtown Austin, where an additional 25,000 residents are expected to live by 2021. As downtown population growth continues to outpace park provisions, Lamar Beach will begin to function as the neighborhood park for downtown residents. Balancing the park’s role as both a destination for local and regional visitors with its utility for its neighborhood users will be a critical component of this master plan.

Figure 6: Regional Context

source: City of Austin GIS and UDG



LEGEND

■ parks ■ floodplain

95 residential parcels within 10-minute walk of park

25,000 new downtown residents by 2021

0 1/2 mile



SITE ANALYSIS

LADYBIRD LAKE CORRIDOR

The Lady Bird Lake Metropolitan Park is composed of individual parks that line the waterfront and offer unique programming and amenities. Together, these individual parks compose a Metropolitan Park which the City of Austin Long Range Park Plan defines as “at a minimum, 201 acres with a citywide service area that provides the greatest diversity of recreational experiences, and are generally natural resource-based and usually located along waterways.”

A signature feature of the Lady Bird Lake Corridor is the 10.1 mile Butler Hike and Bike Trail that runs along the shoreline. As one of the most significant attractions in Austin, this trail receives thousands of visitors a day, and over one million visitors a year.

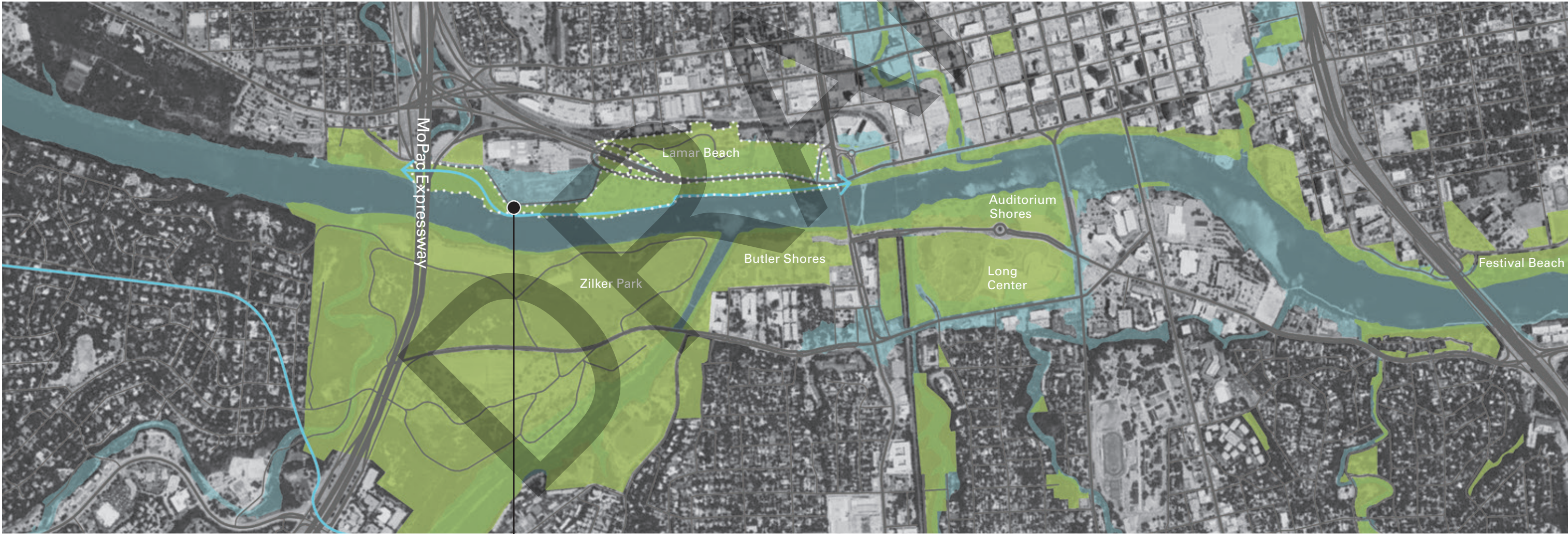
Along the eastern edge of the north shore of the Metropolitan Park, Festival Beach mirrors Lamar Beach as an active waterfront with the hike and bike trail, a neighborhood pool, baseball fields and sits just south of Martin Middle School. The parks on the south shore of Lady Bird Lake are larger and accommodate many of the event spaces within the park. Zilker Park is 351 acres and is considered to be the crown jewel of the Austin parks system. Zilker Park has many regional

attractions including a large event lawn, Barton Springs Pool, botanical gardens, a nature and science center, and a hillside theater. Directly across from Lamar Beach on the south shore, Butler Shores contains baseball and softball fields, .7 miles of the hike and bike trail and a picnic area. Auditorium Shores is known for its large outdoor event space, lawn areas and the Long Center for the Performing Arts –a large indoor performance center.

Lamar Beach has 1.6 miles of hike and bike trail, five baseball fields, a softball field, two soccer fields and one picnic table. The park also has a boat launch, the Texas Rowing Center and is adjacent to the Town Lake YMCA. While the majority of the programming along Lamar Beach attracts citywide visitors, Lamar Beach is the closest park along the Lady Bird Lake corridor to downtown and nearby residential neighborhoods. As the downtown residential population in Austin continues to grow, downtown park space will need to find a balance between neighborhood residents and city services.

Figure 7: Lady Bird Lake Corridor

source: City of Austin GIS and UDG



LEGEND

parks

floodplain

Butler Hike and Bike Trail

0 1/4 mile



SITE ANALYSIS

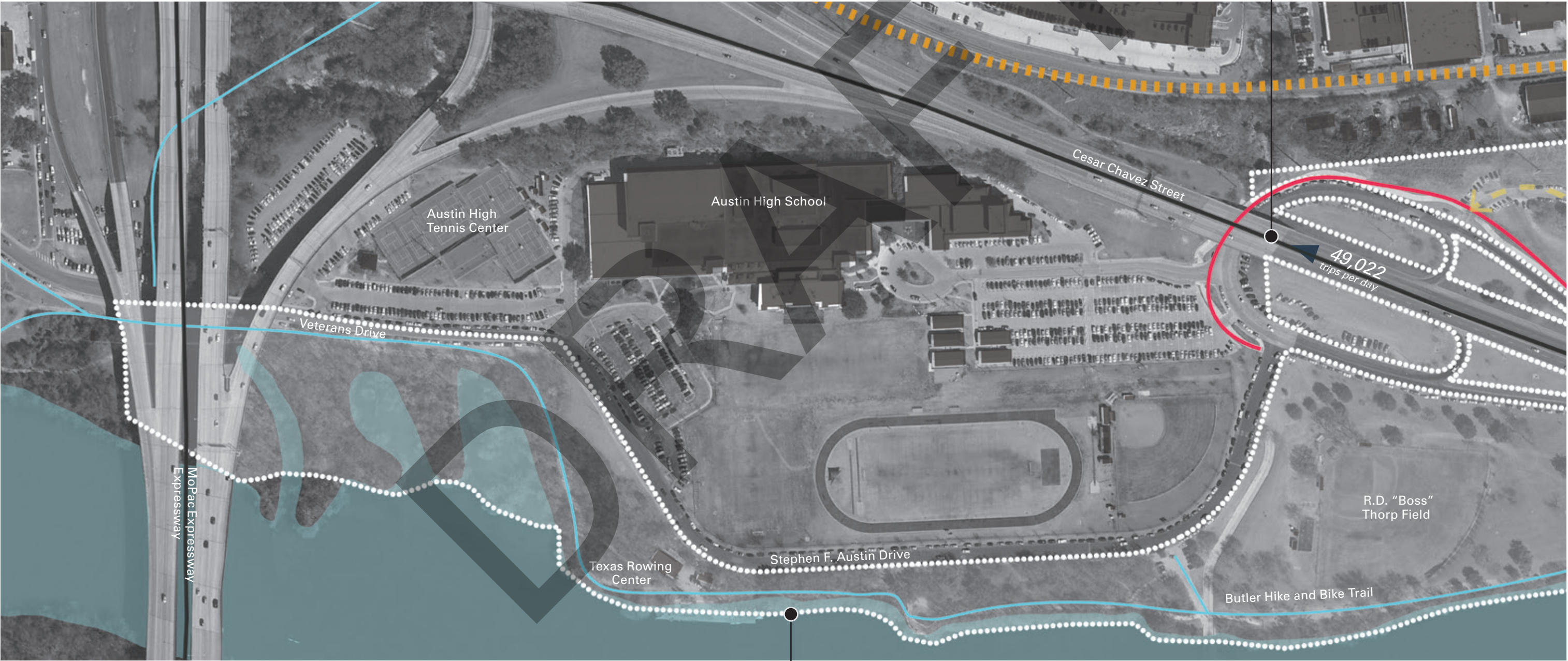
CIRCULATION

Lamar Beach includes over two miles of pedestrian trails, 0.6 miles of the Lance Armstrong Bikeway and boat access onto Lady Bird Lake. Cesar Chavez Street runs directly through the park carrying approximately 50,000 cars a day each way. Cesar Chavez Street is a primary commuter route from downtown Austin to MoPac Expressway and will be the primary north bound entrance for the new MoPac Expressway express lanes. The significant volume of traffic limits the pedestrian and bicycle connectivity across the park. Today, there are two below grade and one

at grade crossing at B. R. Reynolds Drive along Cesar Chavez Street. The distance between the crossings is about .3 miles, or a 6-7 minute walk. In addition to roadway, the proliferation of fencing creates significant barriers to connectivity. There is currently 1.6 miles of fencing throughout the park.

70-80 dB from traffic along Cesar Chavez Street (vacuum cleaner 70dB, garbage disposal, 80dB)

Figure 8: Pedestrian, Bicycle and Vehicular Movement



LEGEND

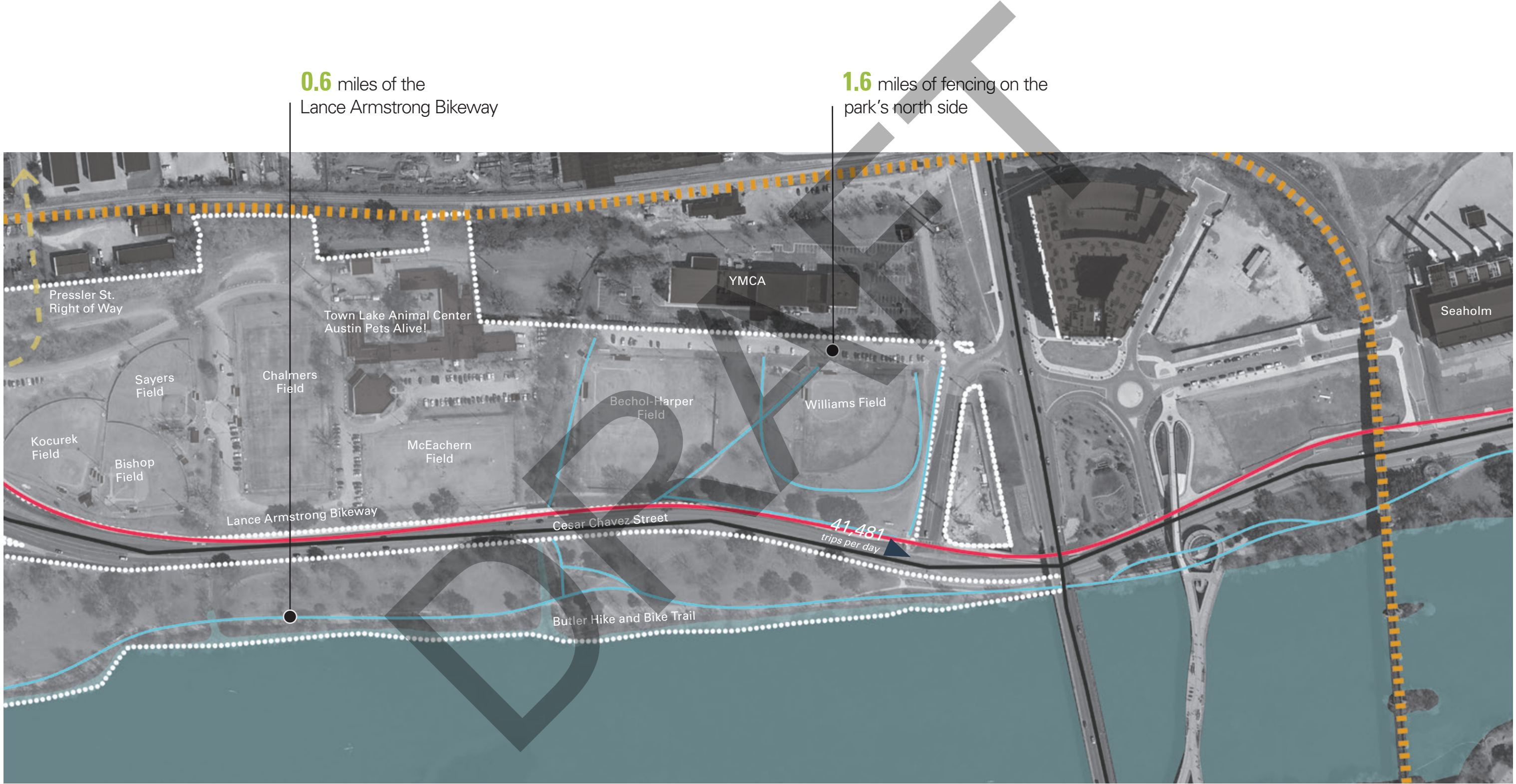
major road minor road bikeway trail

1.6 miles of the Butler Hike and Bike Trail

0 200 feet



SITE ANALYSIS



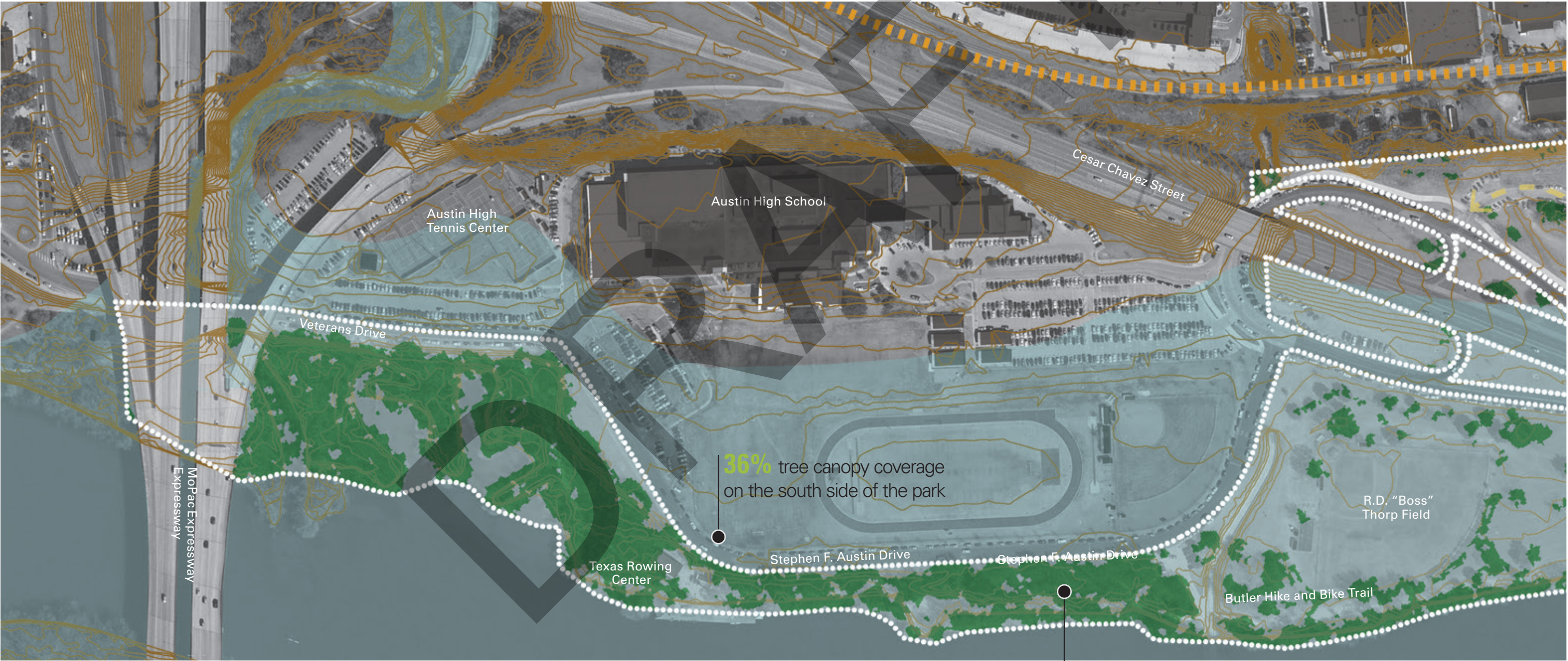
SITE ANALYSIS

ENVIRONMENT

CRITICAL ENVIRONMENTAL FEATURES

There may be wetland areas along the shoreline that qualify as Critical Environmental Features (CEF) thereby limiting disturbance along the water's edge. As the plan moves forward into implementation, a site visit with City of Austin Watershed Department environmental staff will help to identify specific areas of environmental sensitivity.

Figure 9: Environmental Features



LEGEND

tree canopy floodplain two-foot contours

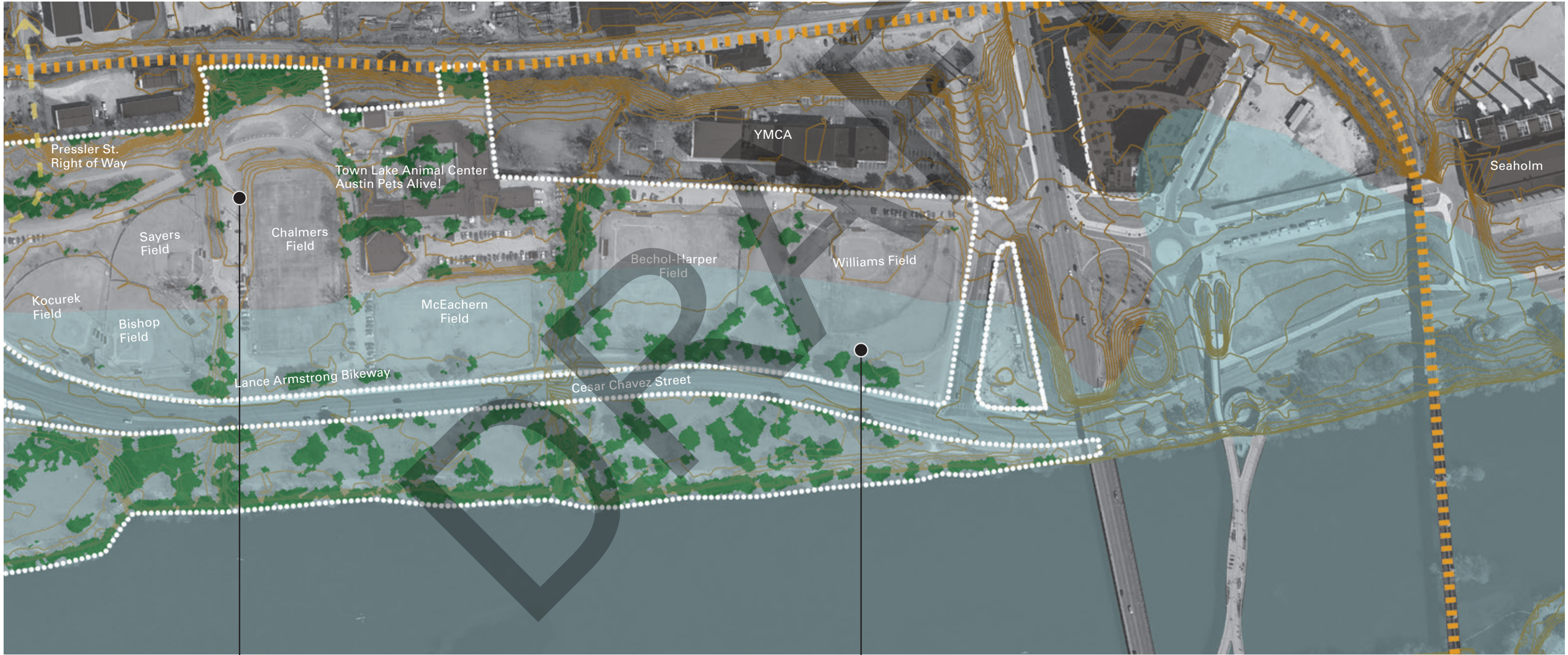
36% tree canopy coverage on the south side of the park

100% of south side in the 100-year floodplain

0 200 feet



SITE ANALYSIS



11% tree canopy coverage
on north side of the park

70% of north side in the
100-year floodplain

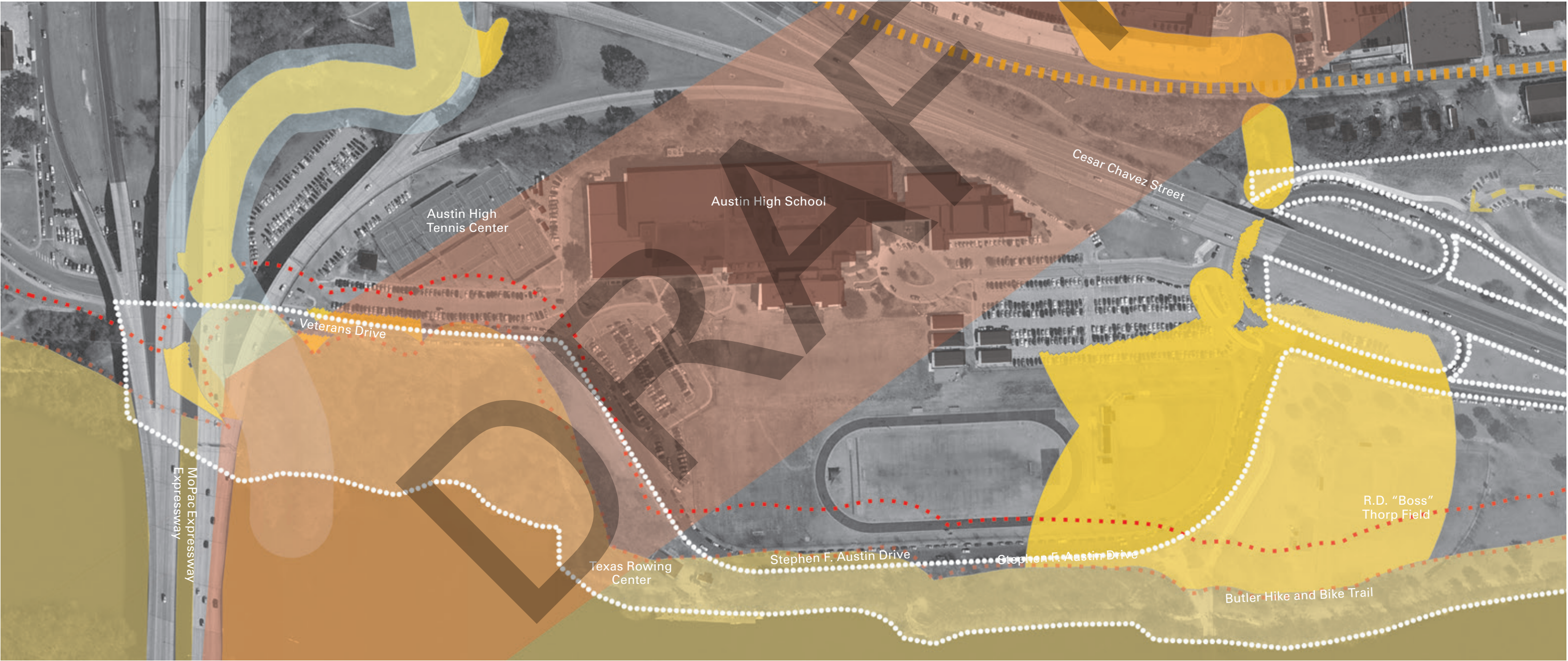
SITE ANALYSIS

REGULATIONS

Due to the site’s proximity to Lady Bird Lake, detention should not be required for redevelopment of the site. The site is within the Lady Bird Lake drainage area and is classified as an Urban Watershed by the Comprehensive Watershed Ordinance. Water quality controls as defined by current City code will be required for any redevelopment. Water quality treatment could be accomplished by either ponds, rain gardens and/or vegetative filter strips. Exact design will depend on future improvements and location within the park. The City of Austin GIS system shows that some areas within Lamar Beach are classified as Critical Water Quality Zones (CWQZ) for the tributaries that

flow through the site. “Figure 9: Environmental Features” shows the City of Austin GIS mapping. The areas in dark yellow depict Urban CWQZ and the light yellow shows the Lady Bird Lake CWQZ. The code requirement for designated water ways within Urban watersheds is 64 acres or greater. For such designated waterways, the boundaries of the CWQZ coincides with the boundaries of the 100 year floodplain calculated under fully developed conditions as prescribed by the Drainage Criteria Manual; provided that the boundary is not less than 50 feet and not more than 400 feet from the centerline of the waterway.

Figure 10: Environmental Features



LEGEND

- urban CWQZ
- CO River CWQZ
- Capitol view corridor
- 100' Town Lake buffer
- 200' Town Lake buffer

0 200 feet



SITE ANALYSIS

The City of Austin restrictions on building within the floodplain and CWQZ are different, with greater restrictions within the CWQZ. As evidenced by the restrooms, ball fields, trails and docks located within the southern portion of the park, recreational facilities are allowed within the CWQZ and restroom buildings do require flood proofing due to their location within the 100 year floodplain.

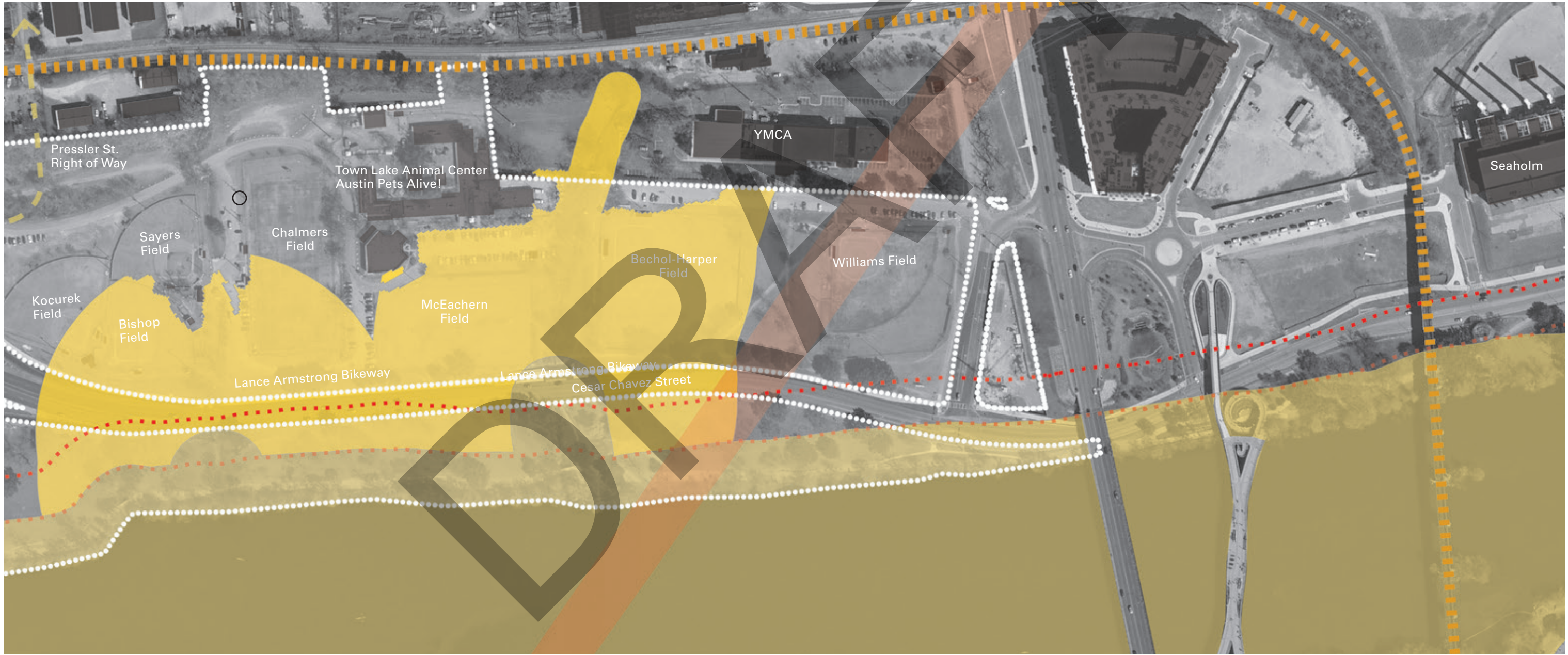
WATERFRONT OVERLAY DISTRICT

The park is located within the Lamar Subdistrict of the Waterfront Overlay District. In the Lamar Subdistrict the Primary Setback line is defined as 100 feet from the shoreline of Lady Bird Lake,

which is defined as elevation 429'. The Secondary Setback is defined as 100 feet from the Primary Setback. These zones fall within the southern portion of the park.

TEXAS CAPITOL VIEW CORRIDORS

There are two Capitol view corridor's that bisect Lamar Beach to maintain unobstructed views of the Texas Capitol from different vantage points around the city. By law, the views must be clear on all sides, meaning that no tall buildings can block the protected Capitol sightlines. This restriction limits the height of proposed development that falls within the view corridor.



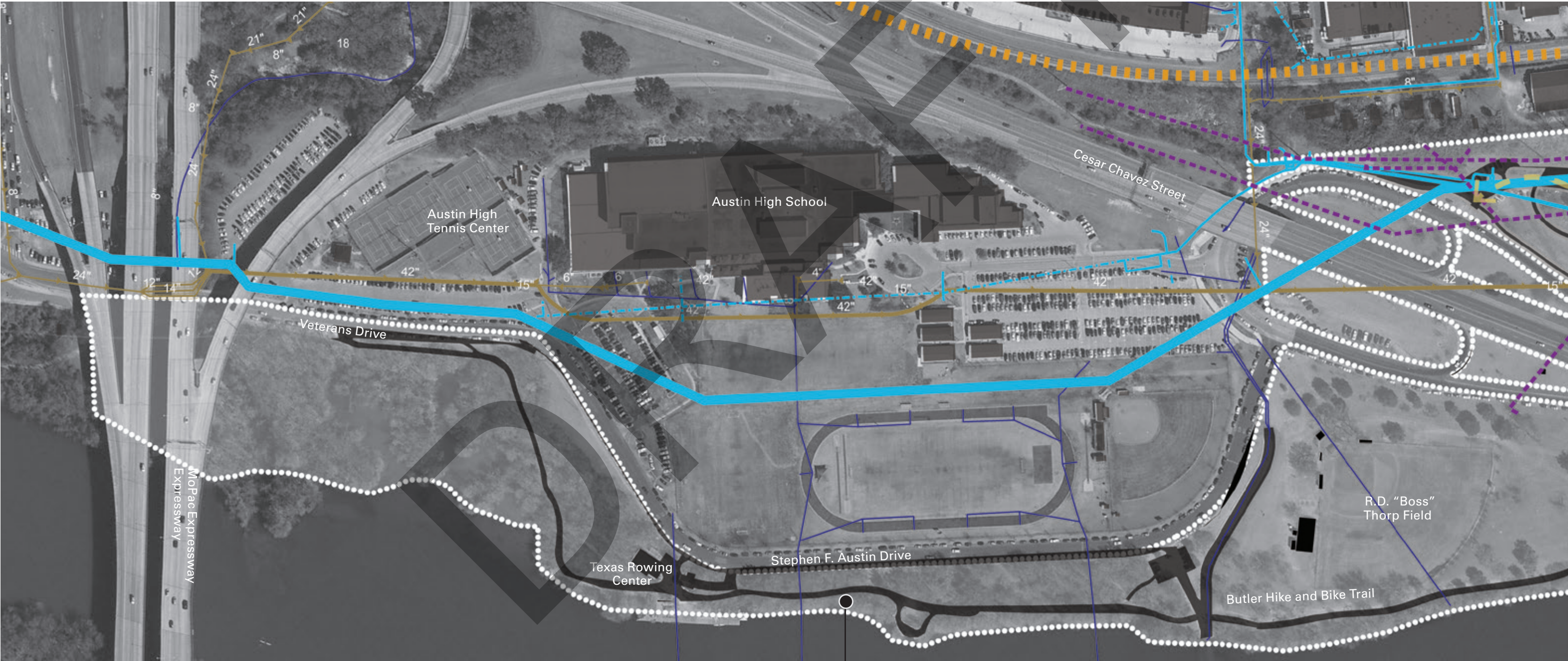
SITE ANALYSIS

INFRASTRUCTURE

There are existing water, wastewater and electric lines in the park north of West Cesar Chavez. There is existing water service and wastewater service to the Town Lake Animal Center and the ballfields shown on “*Figure 11: Utilities*”. Low-voltage electrical distribution is currently routed through the northern portion of Lamar Beach east to west via overhead lines as shown on “*Figure 11: Utilities*”. A separate overhead line routes along the south side of Cesar Chavez to supply street lighting only.

The Austin Water Utility Maps do not show any water or wastewater lines within the park on the south side of Caesar Chavez except for a short section of line which appears to serve the Heron Creek Restrooms near Lamar Boulevard. There are water and wastewater lines and storm sewer lines that serve Austin High School and its sports fields. These line locations are provided from AISD site plans for the school. These water and wastewater utilities are within the school site. The storm sewer system is also contained within the school site with three short segments of underground storm pipe that crosses parkland to discharge into Lady Bird Lake.

Figure 11: Utilities



LEGEND

— storm sewer — water utility — waste water — overhead electric

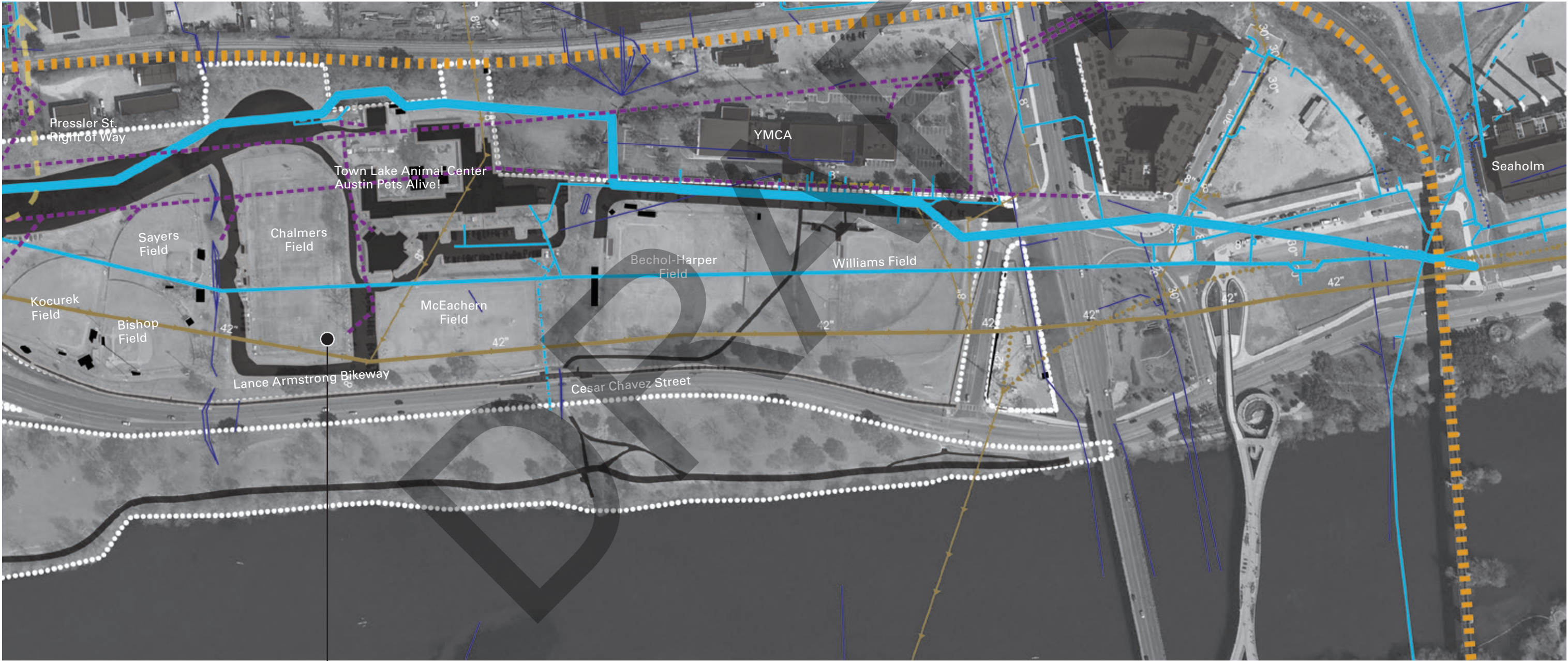
.02% of park's south side within utility buffer

0 200 feet



SITE ANALYSIS

Impact on the parkland is minimal and consists mostly of stormwater pipes that discharge to Lady Bird Lake. Storm sewer locations are shown on “Figure 11: Utilities”. Overhead electric lines are not located within the south portion of the park except for the western most corner near MoPac Expressway where the lines that extent from the north side of the school, across the tennis courts head and west over MoPac Expressway.



33% of park’s north side within utility buffer

SITE ANALYSIS

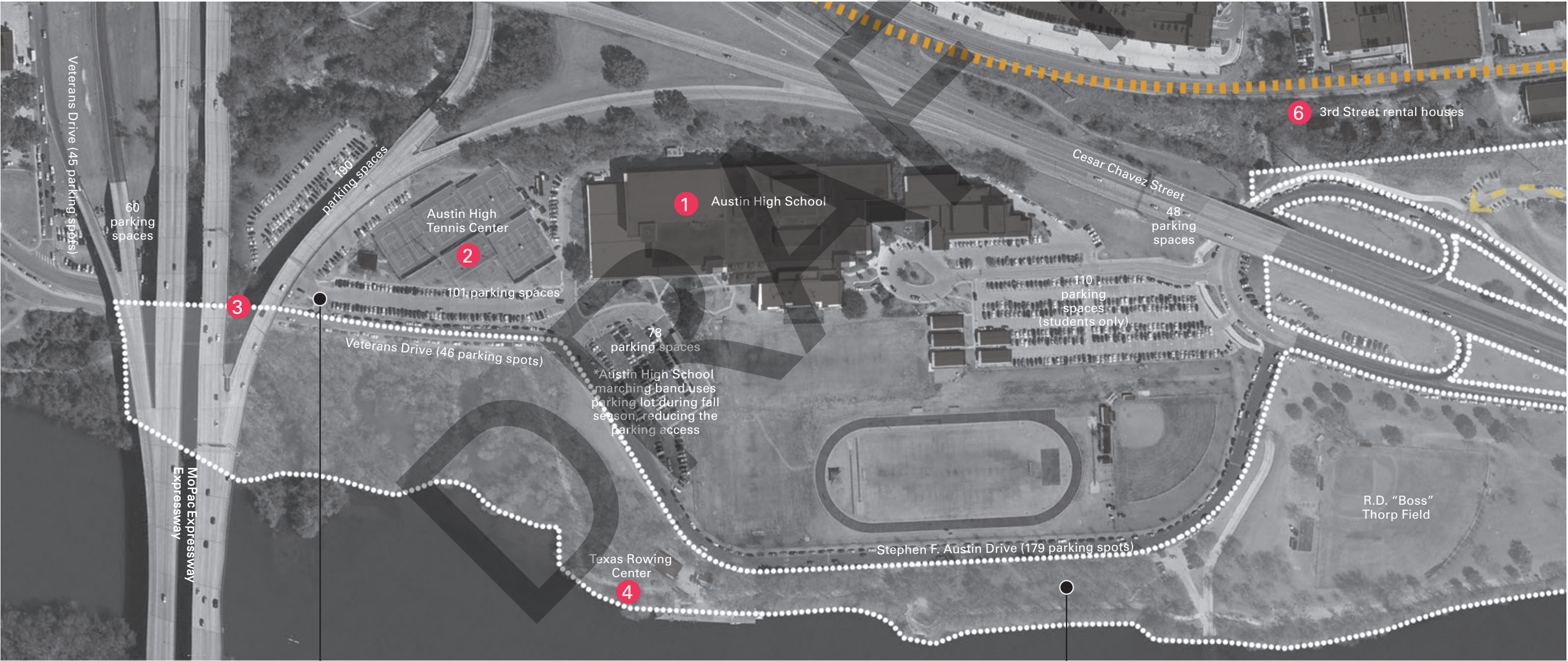
PROGRAMMING AND OPERATIONS

A range of active and passive programs are found on the Lamar Beach site, and in certain areas of the park, the needs of these programs and their user groups overlap. During times of heavy park programming and use, this can strain park operational resources such as parking and pedestrian sidewalks. Balancing the needs and schedules of the various park programs will be critical to managing shared infrastructure and amenities at Lamar Beach.

There are many anchors of programming throughout the park. The YMCA and Austin High School frame the eastern and western edge of the park and act as buffer that transitions from large development and roadways to the smaller organizing points throughout the park.

“Figure 12: Existing Program and Parking Locations” indicates Lamar Beach’s variety of programmatic and operational elements, all of which are detailed on pages 28-29.

Figure 12: Existing Program and Parking Locations



LEGEND

1 programming area

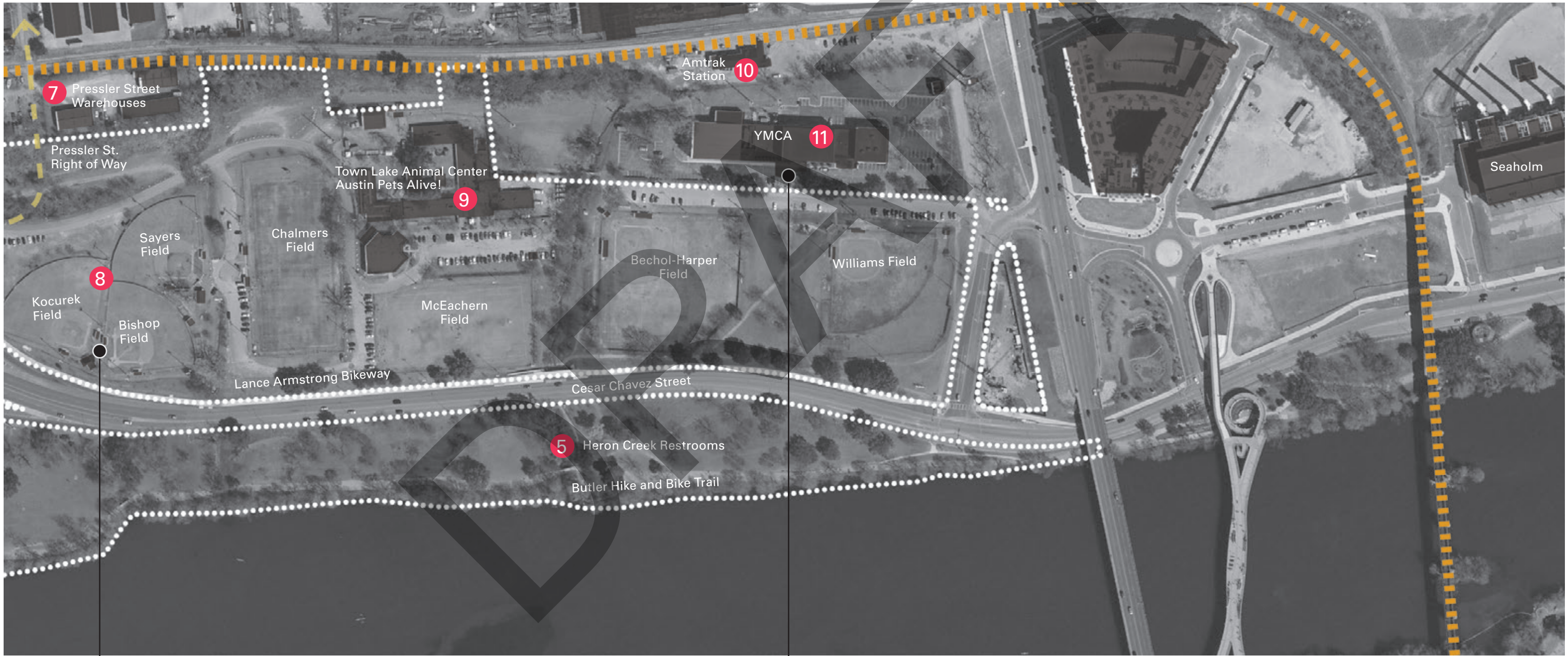
24 designated parking spaces/acre on the south side of the park

3% of the park's south side privately leased

0 200 feet



SITE ANALYSIS



31% of the park's north side privately leased

2.5 designated parking spaces/acre on the north side of the park



1 AUSTIN HIGH SCHOOL
Address: 1715 Cesar Chavez Street
Owner: AISD
Uses: high school
Year built: 1975, addition early 2000s
Primary skin and frame: concrete, some metal
Current condition: moderate, continual maintenance

The current Austin High School building sits across Stephen F. Austin Drive from Lady Bird Lake on 33 acres of land. The main three story concrete frame and skin building was opened in 1975. The single story concrete and metal clad addition was completed in the early 2000s. It still functions as a high school, with approximately 2,100 students and 200 staff. The condition is moderate. There are five temporary classroom portables on site. The campus also includes a track, practice fields and softball fields.



2 AUSTIN HIGH TENNIS CENTER
Address: 1717 Cesar Chavez Street
Owner: Parks and Recreation Department (Austin Parks and Recreation Department)
Uses: restrooms and pro-shop (closed)
Year built: 1980
Primary skin and frame: wood frame with wood sheathing. Some cmu interior walls.
Current condition: poor, but functional

The Austin High Tennis Center building is located just west of the eight-court tennis facility. The wood framed structure houses two restrooms, each with two toilets and one sink, a pro-shop and office, and a storage/utility room. Despite continued maintenance, the facility is in poor shape. Mold, wood rot and graffiti are present in several locations inside and out. The facility is not ADA or TAS compliant.



3 JOHNSON CREEK RESTROOMS
Address: 2100-1/2 Veterans Drive
Owner: Austin Parks and Recreation Department, The Trail Foundation funded, designed, and built the Johnson Creek Restrooms
Uses: public restroom
Year built: 2014
Primary skin and frame: concrete and steel
Current condition: moderate, needs touch up paint

The Johnson Creek restroom facility is comprised of a free-standing building with only two concrete walls surrounding four steel partitioned restrooms. There is a lockable rebar fence with two 8' wide gates that "enclose" the building. Situated across Veterans Drive from the Butler Hike and Bike Trail, this recently-built facility is an open air restroom that serves approximately 250 users per week day. Some rust is visible on the painted steel, but otherwise it is in good condition.



4 TEXAS ROWING CENTER
Address: 1541 Cesar Chavez Street
Owner: AISD, Austin Parks and Recreation Department partnership agreement
Uses: boat launch and instruction
Year built: 1987
Primary skin and frame: wood frame with wood and metal sheathing.
Current condition: good, fair
 The Texas Rowing Center straddles the Butler Hike and Bike Trail on the north Shore of Lady Bird Lake across from Austin High School. It consists of a small rental office, a large partially open air storage barn and a wood dock on the lake. The boat storage barn was enlarged in the early 2000s and is in good shape. Texas Rowing has over 100 active members and offers kayak, canoe and stand-up paddle board rentals to the general public.



5 HERON CREEK RESTROOMS
Address: 1125 Cesar Chavez Street
Owner: Austin Parks and Recreation Department, The Trail Foundation (The Trail Foundation) funded, designed, and built the Heron Creek Restrooms and the Johnson Creek Restrooms
Uses: public restroom
Year built: 2014
Primary skin and frame: concrete and steel
Current condition: excellent, new
 The Heron Creek restroom facility is comprised of two free-standing buildings that each contain a single user restroom. Situated next to the Butler Hike and Bike Trail, this brand new facility serves approximately 100 users a day.



6 3RD STREET RENTAL HOUSES
Address: 1501 and 1505 West 3rd Street
Owner: Ogden Rentals LP
Uses: Residential
Year Built: unknown
Primary Skin and Frame: Wood frame with Wood and metal sheathing
Current Condition: unknown
 Just south of the railroad tracks are three small rental houses and a free-standing garage along a gravel paved West 3rd Street, which are only accessible from Paul Street. The houses are on heavily treed lots. They appear to be lived-in and look to be in decent condition.



7 PRESSLER STREET WAREHOUSES
Address: 300 and 315 Pressler Street
Owner: FMF Pressler Park LLC
Uses: warehouses, exercise gym
Year built: 1969 - 1971
Primary skin and frame: metal sheathing and roof over pre-engineered metal frame
Current condition: fair, functional
 Located at the south end of Pressler Street, just across the railroad tracks, are a collection of warehouse buildings. They appear to serve a host of typical warehouse functions, although one is being used as a cross-fit style exercise studio. Their condition is fair, though it is hard to tell due to some over-grown vegetation against many of the buildings. The drive lanes/parking areas are all gravel, as is Pressler Street starting just north of the RR tracks.



8 WEST AUSTIN YOUTH ASSOCIATION FIELDS
Address: 1200 Cesar Chavez Street
Owner: Austin Parks and Recreation Department, partnership agreement with West Austin Youth Association
Uses: football, lacrosse, soccer, softball and baseball fields, and support buildings
Year built: 1981, with continual improvements
Primary skin and frame (varies structures): wood sheathing/frame, cmu, metal bleachers, metal roofs typical
Current condition: varies per building.
Most significant issue is rot on wood sheathed buildings
 The West Austin Youth Association complex includes one baseball field, one softball field, three little league baseball/softball fields, one football field and one soccer or lacrosse field. There are also a number of ancillary support structures related either to maintenance or shading for spectators. A majority of the fields are located in the 100 year floodplain, though most of the permanent support structures are just north of it. The buildings vary in condition, but are all functional; including two single user toilets located just south of the Town Lake YMCA.



9 TOWN LAKE ANIMAL CENTER AUSTIN PETS ALIVE!

Address: 1156 Cesar Chavez Street
Owner: Austin Parks and Recreation Department

Uses: pet shelter
Year built: 1952

Primary skin and frame: wood frame enclosed buildings, metal roofs over outdoor concrete and open-air kennels
Current condition: moderate-poor. Some areas require continued modification or repair.

Austin Pets Alive! campus, formerly the City of Austin's Town Lake Animal Shelter, consists of three single-story buildings interconnected by outdoor kennels. The original buildings were built in 1952, with a third free-standing concrete tilt-wall building added in the 1980s. All three buildings sit just north of the 100-year floodplain. Though recent repairs have occurred in the last year as part of Austin Pets Alive! taking over the facility, more maintenance will be required.



10 AMTRAK STATION

Address: 205 North Lamar Boulevard
Owner: Missouri Pacific Railroad
Uses: passenger train station
Year built: 1935

Primary skin and frame: masonry and wood framing.

Current condition: fair, but functional
Nestled behind the Town Lake YMCA, the Austin Amtrak Station is a 2,800 square foot building that primarily serves as a passenger train station, complete with waiting room. There is also a 1,000 square foot outdoor waiting area covered by the building's roof. A chain link fence surrounds the small equipment yard west of the building. The building is in good shape, given its age.



11 TOWN LAKE YMCA

Address: 1100 Cesar Chavez Street
Owner: YMCA of Austin
Uses: recreation/gym

Year built: 1971, additions/renovations in 1993 and 2013

Primary skin and frame: brick, cmu and steel
Current condition: good

The Town Lake YMCA is approximately 74,000 square feet and features three indoor pools, a gym, as well as work-out and multi-purpose facilities. The original structure was built in 1971; the pools were added in 1993. The facility seems almost brand new after an additional 10,000 square feet of space was added in 2013, including updates to the lobby and interiors. Town Lake YMCA boasts 15,500 members and approximately 600 daily users.



VIEWING AREA STRUCTURES

Address: varies
Owner: Austin Parks and Recreation Department
Uses: rest and viewing areas for trail users
Year built: varies
Primary skin and frame: n/a
Current condition: good

There are several small structures, seating areas or other carve outs along the Butler Hike and Bike Trail. Chief among them are the Opossum Temple and Voodoo Pew and Overlook Point. The Opossum Temple and Voodoo Pew, a painted steel and cast concrete public art installment, has an overhead steel trellis covered over with vines. The Overlook is comprised of large stacked rocks with a few benches and a couple of granite memorials. The construction cost for new, recent infrastructure and amenities along that section of the Butler Trail is primarily a result of private funding from The Trail Foundation.

12 CAPITAL METRO BUS STOPS

Address: along B. R. Reynolds Drive and Lamar Boulevard
Owner: City of Austin, Capital Metro
Uses: transit stops
Year built: unknown
Primary skin and frame: no building, only flatwork

Current condition: good
Only two bus stops are located near Lamar Beach. The #3 on the east side of B. R. Reynolds Drive and the #338 on the west side of Lamar Boulevard. Both are served by south bound buses. Both stops are concrete flatwork with a metal bench.



LANCE ARMSTRONG BIKEWAY (LAB) STRUCTURES

Address: varies
Owner: City of Austin
Uses: wayfinding and seating
Year built: 2010
Primary Skin and Frame: Painted Steel
Current Condition: Fair, need touch-up paint.

Along the LAB are several steel benches, light posts and one "shelter" made of yellow painted steel. The structures are primarily designed as wayfinding along the LAB.



BRIDGES

Address: varies
Owner: City of Austin, Austin Parks and Recreation Department
Uses: Pedestrian and Bicycle traffic
Year built: Varies
Primary Skin and Frame: Steel, painted and unpainted
Current Condition: good

Several pre-engineered foot bridges occur at small creeks or arroyos in the Lamar Beach area. Two are located along the Butler Hike and Bike Trail and one on the LAB. There is a concrete pedestrian bridge below MoPac Expressway that connects the north and south sides of the lake. There is also a pedestrian walkway beside Heron Creek that connects the park to the trail under Cesar Chavez Street.

SITE ANALYSIS

CULTURAL AND HISTORICAL LANDMARKS

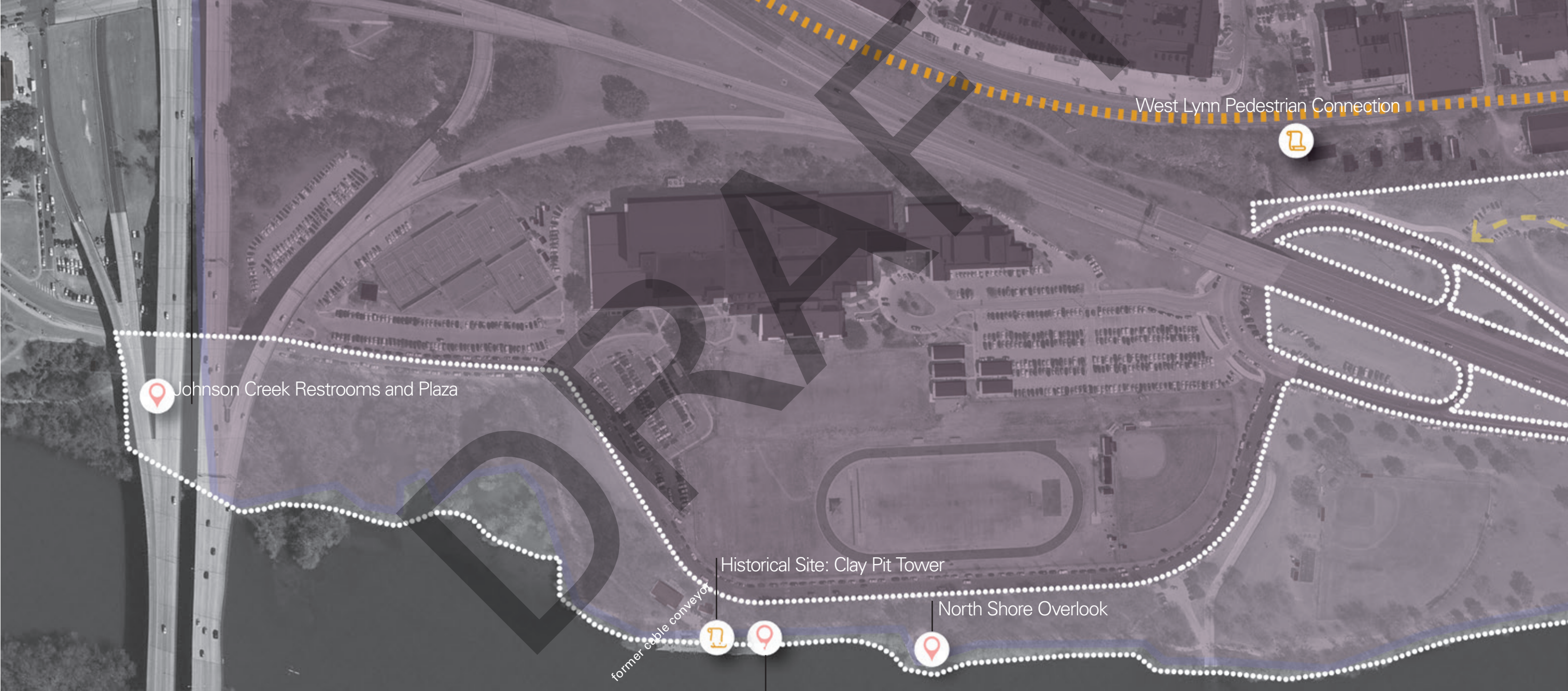
There are a handful of cultural and historic landmarks along Lamar Beach, the historic claypit tower on the south side of the park, the former site of the Pressler Beer Garden and the former West Lynn pedestrian connection.

CLAYPIT TOWER

On the south side of the park, there is a relic of a former claypit tower. This tower and two others supported a cable conveyor that brought clay from pits south of the Lady Bird Lake to a

brickmaking facility nearby. In 1903, Andrew Zilker, the multi-talented businessman, established a brick works — with wooden frames, extrusion machines and high-heat kilns — on the bluff above what is now Austin High School. His clay was delivered from what later became the great lawns at Zilker Park in mule-drawn buckets strung along cables across the river. The Butler family bought out Zilker around 1912 and continued to use his north shore plant. A wartime price freeze in 1942 persuaded the family to close the Austin brickyards, which were demolished in 1958.

Figure 13: Significant Landmarks



LEGEND

- historic site
- activity node
- Old West Austin Neighborhood Association
- Downtown Austin Neighborhood Association



SITE ANALYSIS

PRESSLER BEER GARDEN

From 1874 to 1879 the Pressler Beer Garden was located at 6th and Pressler Streets and continued all the way down to the river, along Lamar Beach. The Beer Garden featured a dance pavilion, water fountain, croquet course, bandstand, boating house on the river, a pond where alligators were kept, a dance hall, and a rifle club called Schuetzen Verein.

WEST LYNN RAILROAD UNDERPASS

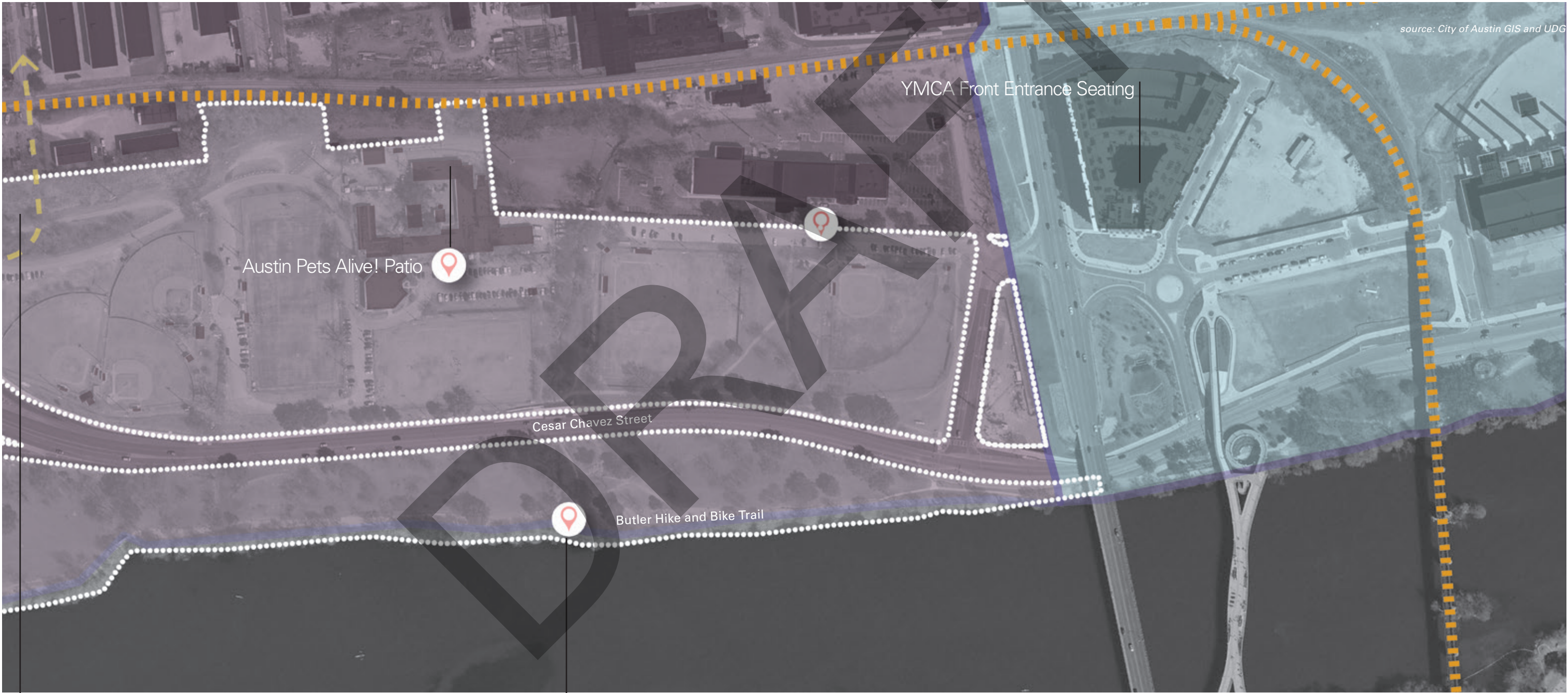
The Old West Austin Neighborhood Plan indicates a former railroad underpass at the northwest corner of Lamar Beach that extended down from West Lynn and West 5th Street.

ACTIVITY NODES

In addition to landmarks, there are a few nodes that exist within the park. The nodes are located at the front entrances of buildings such as the YMCA, Austin Pets Alive! and the Texas Rowing Center and are on average approximately 0.25 acres.

VIEWS

There are a few significant views that look out over the lake along the south side of the park as well as a few significant views of the downtown skyline looking back from the north side of the park.



Historical Site: Pressler Beer Garden Lawn







Heron Creek Overlook

BENCHMARK ANALYSIS

While Lamar Beach exists in its own unique cultural and physical context, comparable projects can help inform its master planning. By suggesting potential benchmarks for crucial park performance indicators like spatial allocation, landscape character, bicycle and pedestrian accessibility, and operational strategy, analogous projects from similar contexts can be targets for Lamar Beach to strive, as well as examples for Lamar Beach to avoid.

Design Workshop analyzed both local and national analogues that, to varying degrees, enjoy similar opportunities and grapple with similar constraints as the Lamar Beach study area. Like Lamar Beach, the five analyzed parks occupy culturally significant downtown waterfront areas, and feature prominent infrastructure elements either within or immediately adjacent to the park boundaries. Additionally, several of the comparables offer significant amounts of active programming like baseball, softball and soccer, and in some cases, this programming is administered by a separate entity through a community partnership. However, The five parks referenced do not include comprehensive high schools within parkland boundaries. The collective layouts and operational policies of these parks can help inform the strategies recommended by the Lamar Beach Master Plan.

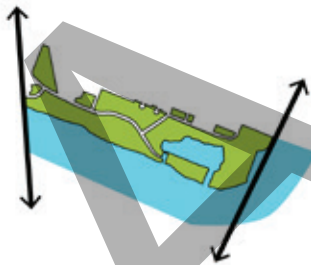
LEGEND

	park		water element
	primary road		railroad
	secondary road		pedestrian path

FESTIVAL BEACH PARK

AUSTIN, TEXAS
100 ACRES

Located on the north shore of Lady Bird Lake three miles east of Lamar Beach, this local park shares several ecological and programmatic similarities with the study area. In particular, Festival Beach Park operates six actively programmed sports fields. Additionally, the park recently underwent an extensive master planning process in 2014.



WHEELER PARK

OKLAHOMA CITY, OKLAHOMA
60 ACRES

The park is bounded on one side by a residential neighborhood, and other boundaries by a river, interstate and four-lane arterial. Wheeler Park abuts the Oklahoma River, a back-drop for two of the park's four baseball and softball fields.



NORTH LINCOLN PARK

CHICAGO, ILLINOIS
80 ACRES

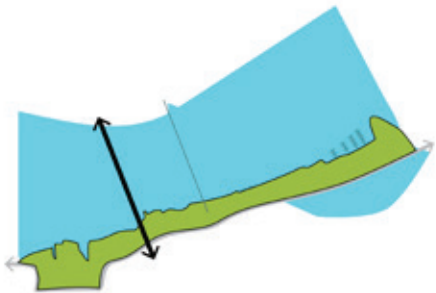
Lincoln Park is a 1,208 acre metropolitan park on the shore of Lake Michigan in Chicago, IL. The northern section of the park between Foster Avenue and West Hollywood Avenue is roughly 80 acres and has similar characteristics to Lamar Beach including privately operated athletic fields, hike and bike trail, and a community center.



LOUISVILLE WATERFRONT PARK

LOUISVILLE, KENTUCKY
72 ACRES

Served by an interstate highway, a major surface arterial, and a river-spanning pedestrian bridge, Louisville Waterfront Park contains a complex network of infrastructure and accessibility concerns. While its lack of active programming distinguish the park from the Lamar Beach study area, its size (55 acres) and strategic downtown waterfront location along the Ohio River are both similar to the Lamar Beach context.



CLEVELAND PARK ON BUFFALO BAYOU

HOUSTON, TEXAS
40 ACRES

Cleveland Park is across Memorial Drive from Buffalo Bayou. Buffalo Bayou Park is a 160 acre linear park with nature trails similar to Lady Bird Lake and the Butler Hike and Bike Trail. Memorial Drive separates the two parks with an average of 38,743 vehicles per day. Cleveland Park is similar to the north side of Lamar Beach with neighborhood uses such as a baseball field, tennis courts, a dog park and a playground. St. Thomas High School is just east .5 mile east.



BENCHMARK ANALYSIS

VEHICULAR TRAFFIC VOLUME ON MAJOR ROAD

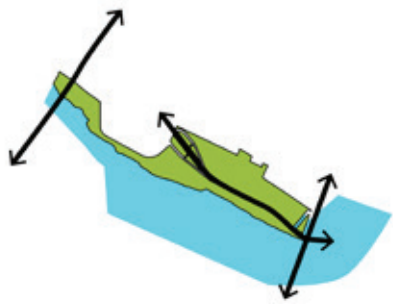
While the presence of major transportation infrastructure in or immediately adjacent to a public park introduces a number of dilemmas for park programming and user enjoyment, perhaps the most significant is the proximity of vehicular traffic to park visitors. When routed through public spaces, infrastructure elements like roads and bridges can segment parks, effectively creating multiple realms with differing programmatic elements and human experiences out of one designated park. In Lamar Beach, harmonizing the needs of human users seeking a quiet, safe place to recreate and those of vehicular travelers moving between downtown Austin and the MoPac Expressway will be a central challenge.

These figures indicate the level of daily vehicular traffic on each park’s primary roadway. Additionally, the diagrams reflect the relationship of that major roadway to the park.

LAMAR BEACH AUSTIN, TEXAS

Cesar Chavez is a primary east-west arterial into and out of downtown Austin, and as the city and state begin implementing the improvements to the MoPac Expressway, this critical role is projected to increase.

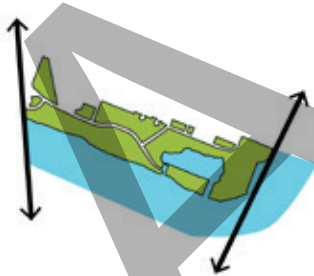
45,252
cars per day on Cesar Chavez Street



FESTIVAL BEACH PARK AUSTIN, TEXAS

Vehicular traffic at Festival Beach Park is generally well distributed among several neighboring residential collector streets.

24,294
cars per day on South Pleasant Valley Road



WHEELER PARK OKLAHOMA CITY, OKLAHOMA

South Western Avenue is one of several bridges across the Oklahoma River into and out of downtown Oklahoma City.

13,396
cars per day on South Western Avenue



NORTH LINCOLN PARK CHICAGO, ILLINOIS

The major arterial, Lakeshore Drive, bisects the park with an average of 90,000 vehicle trips per day. Lakeshore Drive is slightly elevated with pedestrians underpasses every 600 feet to access the different sides of the park.

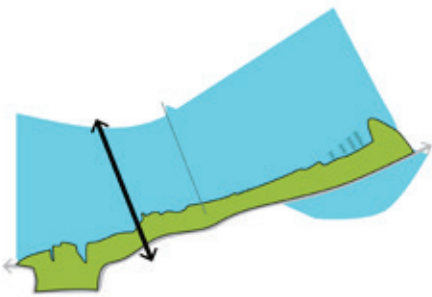
90,000
cars per day on Lake Shore Drive



LOUISVILLE WATERFRONT PARK LOUISVILLE, KENTUCKY

Louisville Waterfront Park transformed industrial land along the Ohio River occupied by an elevated highway into a new riverside park and gateway to the city. The major roadway, River Road, which bisected the park along its main axis, was relocated to the inland edge to take surface traffic out of the park. Finally, the realignment of local streets connected the park to the city grid, improving access for both cars and pedestrians and opening views into the park.

19,379
cars per day on River Road



CLEVELAND PARK ON BUFFALO BAYOU HOUSTON, TEXAS

The section of Memorial Drive that separates Cleveland Park from the north bank of Buffalo Bayou is a six-lane, limited-access highway designed with high speeds and limited pedestrian activity. There is a narrow pedestrian overpass over Memorial Drive that connects Cleveland Park to Buffalo Bayou Park.

38,743
cars per day on Furman Street



BENCHMARK ANALYSIS

PEDESTRIAN ACCESSIBLE EDGES

When parks have physically permeable edges, they attract more users traveling on foot and bicycles. And when those edges are also visually permeable—both from within and without—the park can be more effectively integrated into its ecological and cultural environments. In Lamar Beach, where captivating views of the downtown skyline and proximity to the Old West Austin and west Downtown neighborhoods are chief assets, these types of permeability are critical performance factors.

These figures indicate the degree to which the comparable parks are permeable to pedestrian traffic, while the diagrams depict the location of the permeable edges.

LAMAR BEACH

AUSTIN, TEXAS

Railroad tracks and the general absence of sidewalks along Cesar Chavez Street make Lamar Beach’s edges extremely difficult for pedestrians to access.

FESTIVAL BEACH PARK

AUSTIN, TEXAS

Though designated a metropolitan park, Festival Beach’s relative integration into its largely residential context provides it with an average level of pedestrian permeability.

WHEELER PARK

OKLAHOMA CITY, OKLAHOMA

Similar to Lamar Beach, Wheeler Park is inaccessible to pedestrians on three sides.

NORTH LINCOLN PARK

CHICAGO, ILLINOIS

North Lincoln Park has trails and sidewalks that line the edges of the park making it well connected with multiple access points.

LOUISVILLE WATERFRONT PARK

LOUISVILLE, KENTUCKY

In addition to a high level of permeable edges, Louisville Waterfront Park also features two vehicle-free access points, including the river-spanning Big Four Bridge.

CLEVELAND PARK ON

BUFFALO BAYOU

HOUSTON, TEXAS

Cleveland Park lacks pedestrian edges, particularly on the side of the park that faces Memorial Drive.

16%

total perimeter permeable to pedestrian traffic

34%

total perimeter permeable to pedestrian traffic

17%

total perimeter permeable to pedestrian traffic

86%

total perimeter permeable to pedestrian traffic

42%

total perimeter permeable to pedestrian traffic

30%

total perimeter permeable to pedestrian traffic

BENCHMARK ANALYSIS

PERCENTAGE OF PARK WITH TREE CANOPY COVERAGE

Not only does a large canopy of healthy trees provide a cool, shaded environment for human enjoyment, but it also serves as habitat for a range of wildlife. In addition to the city-wide benefits of healthy urban forest, from mitigating the heat island effect to improving air and water quality, these site-specific benefits can make Lamar Beach a more pleasant, stimulating place to visit.

These figures indicate the amount of total park acreage that is covered by tree canopy in the spring.

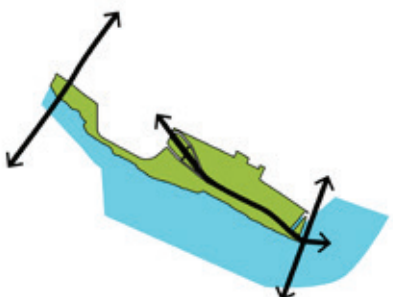
LAMAR BEACH

AUSTIN, TEXAS

While Lamar Beach’s riparian edge is densely wooded with a variety of mature deciduous and evergreen species, the northern segments of the park are largely unshaded and exposed.

25%

total acreage with tree canopy



NORTH LINCOLN PARK

CHICAGO, ILLINOIS

Due to its beach-like geography, this park has sparse tree canopy but the trees are well located along pedestrian paths so that they provide shade for pedestrians.

16%

total acreage with tree canopy



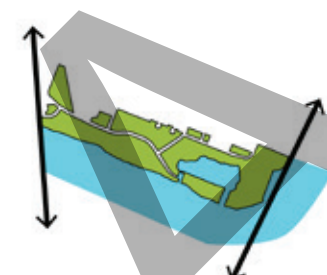
FESTIVAL BEACH PARK

AUSTIN, TEXAS

Festival Beach consists of large heritage oak trees and a heavy coverage of riparian trees like bald cypresses along the water’s edge.

44%

total acreage with tree canopy



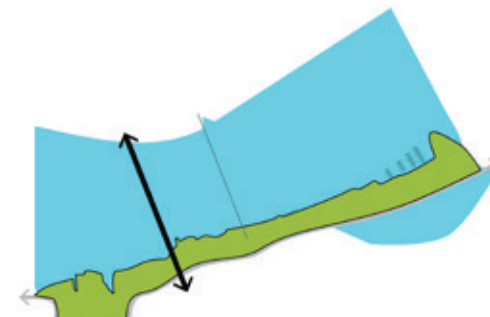
LOUISVILLE WATERFRONT PARK

LOUISVILLE, KENTUCKY

Louisville has one of the lowest tree canopy coverage rates in the nation, and Waterfront Park is no exception. Recent redesign and master planning efforts enhance the park’s tree canopy.

15%

total acreage with tree canopy



WHEELER PARK

OKLAHOMA CITY, OKLAHOMA

Since Wheeler Park consists primarily of baseball fields, tree planting is largely limited to the garden area in the northeast corner of the park.

10%

total acreage with tree canopy



CLEVELAND PARK ON BUFFALO BAYOU

HOUSTON, TEXAS

Cleveland Park has minimal tree canopy. Playgrounds and picnic tables are optimally located in the few areas shaded with trees, but many of the trails and sidewalks lack tree coverage.

5%

total acreage with tree canopy



BENCHMARK ANALYSIS

PERCENTAGE OF IMPERVIOUS SURFACE COVERAGE

Both by itself and as a proxy, impervious surface coverage reflects a range of critical performance factors related to visitor comfort and ecological health. Since impervious surfaces do not absorb stormwater, they can contribute to both the quantity and detract from the quality of runoff entering neighboring rivers and streams. But beyond these larger city-wide environmental impacts, more impervious surface coverage in a park can often mean less space devoted to ecological programming like gardens, nature trails and quiet contemplation.

These figures indicate the total acreage of each park that is impervious to stormwater.

LAMAR BEACH

AUSTIN, TEXAS

Lamar Beach's light development footprint and abundance of baseball and softball fields, which are considered pervious surfaces, contribute to its low total of impervious surfaces.

FESTIVAL BEACH PARK

AUSTIN, TEXAS

Festival Beach has few buildings or parking facilities, resulting in a largely pervious landscape character.

WHEELER PARK

OKLAHOMA CITY, OKLAHOMA

Like Lamar Beach, Wheeler Park has a generally undeveloped landscape character with a large amount of space dedicated to baseball and softball programming.

NORTH LINCOLN PARK

CHICAGO, ILLINOIS

Due to its beach-like geography, this park has sparse tree canopy but the trees are well located along pedestrian paths so that they provide shade for pedestrians.

LOUISVILLE WATERFRONT PARK

LOUISVILLE, KENTUCKY

Waterfront Park's total impervious coverage percentage is low because there are minimal on-site parking amenities.

CLEVELAND PARK ON BUFFALO BAYOU

HOUSTON, TEXAS

Cleveland Park has a significant amount of impervious coverage due to the large road right-of-way of Memorial Drive. If Memorial Drive is not included, neither park has a significant amount of impervious coverage.

21%

total acreage covered by impervious surfaces

34%

total acreage covered by impervious surfaces

23%

total acreage covered by impervious surfaces

56%

total acreage covered by impervious surfaces

22%

total acreage covered by impervious surfaces

58%

total acreage covered by impervious surfaces

BENCHMARK ANALYSIS

AREA OF PRIVATELY OPERATED LAND

Community partners like Austin Pets Alive!, the West Austin Youth Association and the Texas Rowing Center account for much of the programming activity and spatial responsibilities at Lamar Beach. In addition to providing critical services to the neighboring area and the larger Austin population, these partners also contribute revenue that ensures the maintenance and growth of Lamar Beach. Achieving a balance between the specific needs of these and other community partners and those of the general public is critical to both the long-term financial viability and social utility of the park.

These figures indicate the extent to which the park is occupied by community partners and commercial partners. They include both indoor building spaces and outdoor programming areas that are not operated by public entities.

LAMAR BEACH

AUSTIN, TEXAS

Lamar Beach’s diverse range of community partners results in particularly high acreage of privately leased park land.

FESTIVAL BEACH PARK

AUSTIN, TEXAS

Proposals to repurpose the site’s existing buildings for rentable public space would account for all of Festival Beach’s privately leasable space.

WHEELER PARK

OKLAHOMA CITY, OKLAHOMA

Wheeler Park has no community partners, and the City receives little to no revenue from park usage.

NORTH LINCOLN PARK

CHICAGO, ILLINOIS

North Lincoln Park has privately leased soccer fields, baseball fields and a dog park.

LOUISVILLE WATERFRONT PARK

LOUISVILLE, KENTUCKY

Much of Waterfront Park’s leased lands are occupied by restaurants taking advantage of the park’s riverfront view.

CLEVELAND PARK ON

BUFFALO BAYOU

HOUSTON, TEXAS

Cleveland Park has no community partners, and the City receives little to no revenue from park usage.

30%

total park acreage privately leased

12%

total park acreage privately leased

1%

total park acreage privately leased

15%

total park acreage privately leased

0%

total park acreage privately leased

0%

total park acreage privately leased

BENCHMARK ANALYSIS

SIZE AND NUMBER OF ACTIVITY NODES

Lamar Beach’s generally linear orientation along Lady Bird Lake provides a wide range of opportunities to leverage the distinctive waterfront parkland for user enjoyment. By concentrating significant programming and design proposals into strategic hubs of activity—or nodes—Lamar Beach can offer intensively used waterfront areas while preserving others for quieter, more naturalistic experiences.

These figures indicate the number and dispersal of waterfront activity nodes in the comparable parks.

LAMAR BEACH

AUSTIN, TEXAS

Lamar Beach’s nodes of activity tend to be small and intimate spaces scattered throughout the park.

FESTIVAL BEACH PARK

AUSTIN, TEXAS

Proposals to reinvigorate Festival Beach will establish several vibrant cultural and social hubs, including recreational fishing docks under Interstate 35.

WHEELER PARK

OKLAHOMA CITY, OKLAHOMA

Beyond its baseball facilities, Wheeler Park offers only one activity hub--a sprawling garden area with serpentine trails and a playground.

NORTH LINCOLN PARK

CHICAGO, ILLINOIS

This area of Lincoln Park is less programmed than the areas closer to downtown Chicago. The nodes include the Margate Field House, the Foster Fields, two playgrounds and a dog park.

LOUISVILLE WATERFRONT PARK

LOUISVILLE, KENTUCKY

Several plazas and public gathering places serve as prominent activity nodes.

CLEVELAND PARK ON BUFFALO BAYOU

HOUSTON, TEXAS

The main nodes within Cleveland Park are the playground, the dog park and the Jackson Hill Bridge and overlook at Buffalo Bayou.

.3 ACRES (6)

average node size (number of nodes)

8.5 ACRES (5)

average node size (number of nodes)

15.8 ACRES (1)

average node size (number of nodes)

10.4 ACRES (6)

average node size (number of nodes)

7.1 ACRES (4)

average node size (number of nodes)

.5 ACRES (3)

average node size (number of nodes)



The Texas Rowing Center is just one of many well loved destinations that exist on Lamar Beach today.



DRAFT

VISION

The vision for Lamar Beach was developed through extensive engagements with the stakeholders in order to provide the City of Austin with a park master plan that creates a guide for improvements to the existing infrastructure and proposes project implementation recommendations. The master plan will guide this vision to fruition through careful development and implementation.

OVERVIEW OF ENGAGEMENT

STAKEHOLDER ENGAGEMENT STRATEGY

The City of Austin Parks and Recreation Department (Austin Parks and Recreation Department) conducted an extensive public outreach effort that included workshops, focus groups, a Technical Advisory Group, stakeholder interviews, online polls, social media, and a regularly updated website. The outreach led to a community vision that is accountable to measurable criteria, and broadly supported by stakeholders.

Stakeholder outreach involved contacting people within the study area and those who may have interest in the future of Lamar Beach. Several key questions were asked in order to gain an understanding of existing conditions, issues and desired improvements.

A Stakeholder Engagement Strategy (SES) determined how to organize stakeholders into those that need to be informed, consulted, involved, collaborated with and empowered. This developed into a SES that describes how each stakeholder will be involved in the project.

TECHNICAL ADVISORY GROUP

Austin Parks and Recreation Department formed a Technical Advisory Group (TAG) composed of critical implementers of the Lamar Beach Master Plan. This group included staff from Austin Parks and Recreation Department, Transportation, Watershed Protection, Public Works, Central Texas Regional Mobility Authority (Central Texas Regional Mobility Authority), Austin Independent School District (AISD), and other partners identified by Austin Parks and Recreation Department. The TAG provided technical guidance for the project. Individuals were chosen for their ability to think robustly about the issues and not become too entrenched in their organization's position on these issues. The TAG met six times during the course of the nine month planning process. Members provided invaluable feedback to ensure that the process was thorough and addressed the needs of the community. Meeting records and sign in sheets are provided in Appendix 1.

Figure 14: Stakeholder Engagement Overview



The Technical Advisory Group provided valuable feedback throughout the Lamar Beach Master Plan process.

OVERVIEW OF ENGAGEMENT

STAKEHOLDER FOCUS GROUPS

Austin Parks and Recreation Department arranged stakeholder focus groups to gather detailed information and facilitate dialogue regarding programming, infrastructure, transportation, neighborhood connectivity, environmental concerns, and any other relevant issues affecting the development of Lamar Beach. The key stakeholders included Austin High School, AISD, The Trail Foundation, Austin Parks Foundation, Old West Austin Neighborhood Association, Downtown Austin Alliance, Downtown Austin Neighborhood Association, West Austin Youth Association (West Austin Youth Association), Austin Pets Alive!, YMCA and the Texas Rowing Center. The following is a summary of key takeaways from these meetings. Meeting records and sign in sheets are provided in the Appendix 2.

MEETING 1: THE TRAIL FOUNDATION, AUSTIN PARKS FOUNDATION

- The Trail Foundation recently completed a forestry survey and has made recommendations by geographic zones. Those recommendations should be incorporated into the master plan for the section of the trail that runs through Lamar Beach.
- Cesar Chavez Street is a significant barrier to accessing the trail.

MEETING 2: OLD WEST AUSTIN NEIGHBORHOOD ASSOCIATION, DOWNTOWN AUSTIN NEIGHBORHOOD ASSOCIATION, DOWNTOWN AUSTIN ALLIANCE

- There are currently only two ways to get to Lamar Beach from the neighborhood and they are a mile apart from each other.
- Density in and around Seaholm will increase downtown residents who will use Lamar Beach as a recreational amenity and a way to access Lady Bird Lake.
- Connectivity to the Butler Hike and Bike Trail and keeping the trail safe and open are top priority for surrounding neighborhood residents.
- Lamar Beach currently lacks an identity and could serve as a gateway into downtown Austin.
- Today almost all of the athletic fields are off limits to neighborhood users. Neighbors would like to use the fields, perhaps at alternative hours. The master plan should explore shared use of the ball fields such as lighting the fields in order for them to be available for adult leagues that play in the evening hours, or exploring artificial turf to increase the durability of the fields so that they can be used more frequently.

MEETING 3: AUSTIN HIGH SCHOOL, AISD

- It is critical to Austin High School that the Lamar Beach Master Plan addresses safety, traffic and parking because these are the primary concerns for AISD and Austin High School.
- The Pressler Street extension (as currently proposed) does not address Austin High School concerns with safety and access.
- Austin High School has limited ability to expand its athletic facilities. It only maintains its status as a comprehensive high school because of the partnership with the West Austin Youth Association and the City of Austin sports fields.
- Austin High School would like to see programming improvements such as lighting at Thorp Field and perhaps adjacent compatible athletic facilities such as a covered basketball court.

MEETING 4: WEST AUSTIN YOUTH ASSOCIATION, AUSTIN PETS ALIVE!, YMCA AND THE TEXAS ROWING CENTER

- Austin Pets Alive! would like to stay in their current footprint because the location works well for their needs and has been an animal shelter since 1952 so people know it is there.
- West Austin Youth Association is primarily concerned with parking, safety for players and an efficient, cost effective field layout. Phasing is also important to West Austin Youth Association because they would like to minimize impacts to the sports seasons.
- YMCA would like to see improved parking, circulation and stormwater management. YMCA currently owns a parcel of land directly west of its building and parking area. They are open to including this parcel in the master plan.
- Texas Rowing Center is primarily concerned with parking and access. Texas Rowing Center is currently seeking approvals for expanding their existing dock. Future improvements would include a public restroom and storage facilities.
- Many groups agreed that marathon races cause conflicts for park users trying to access the park.

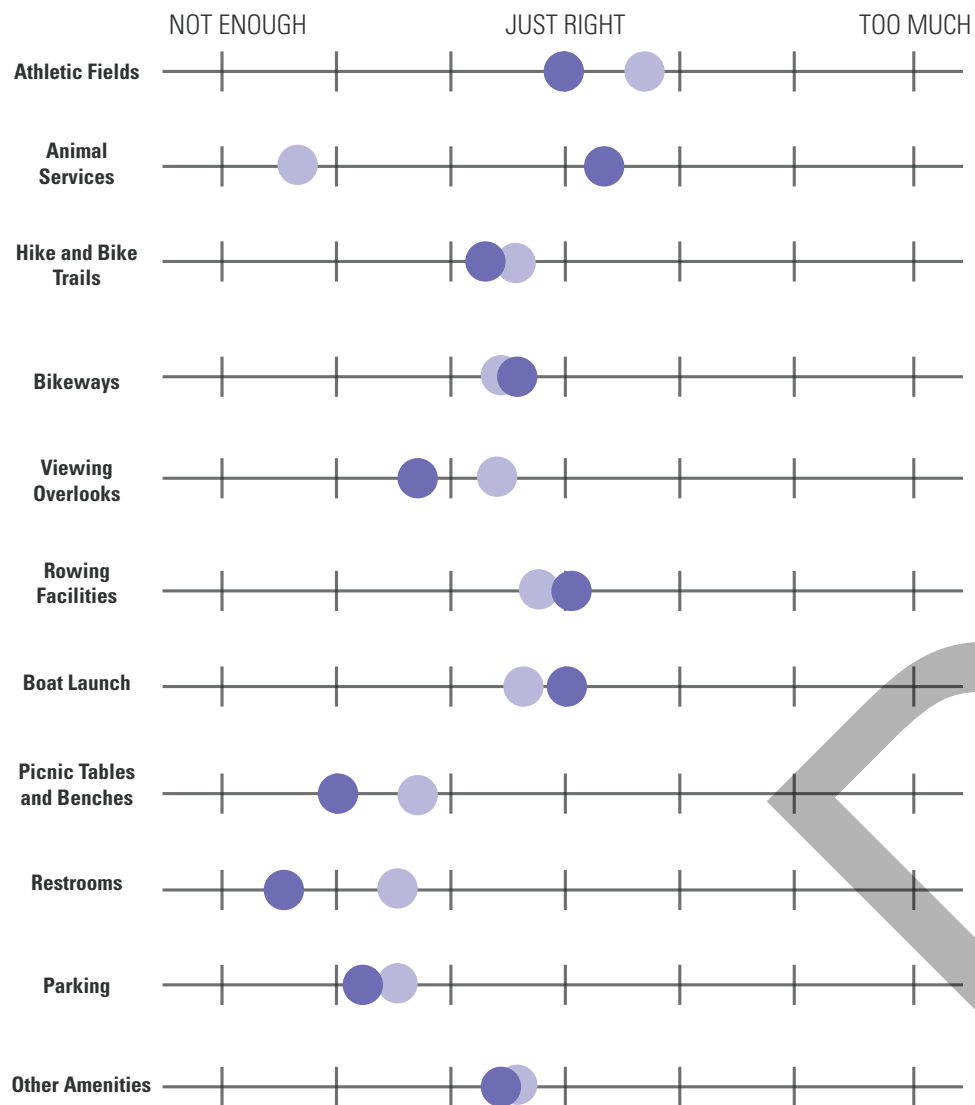


Lamar Beach has many key stakeholders who use the park on a daily basis.

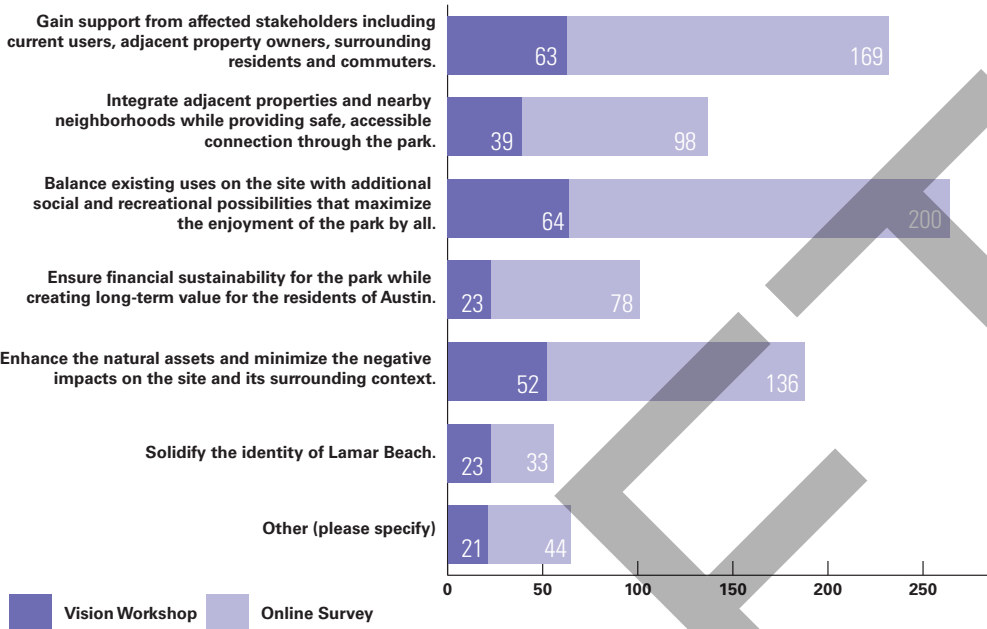
PUBLIC WORKSHOPS

OCTOBER VISION WORKSHOP

The Vision Workshop introduced the Master Plan team, presented the project approach, validated goals for the master plan and gathered input on the existing opportunities and challenges participants felt the master plan should address. The workshop consisted of a 30-minute open house with an interactive mapping exercise to identify current opportunities and challenges. The open house was followed by a 60-minute interactive presentation using keypad polling technology to gather input from participants. More than 140 neighbors, community members, families and park users of all ages came out to attend the Lamar Beach Master Plan Vision Workshop to share their visions for the park. Following the workshop, Austin Parks and Recreation Department posted the materials presented at the meeting, the polling questions and recordings of the presentation for citizens unable to attend. Public comments are provided in Appendix 3-6.



Vision Workshop and survey participants indicated their satisfaction with the quantity (not quality) of park activities.



Vision Workshop and survey participants selected their top goals for the master plan.



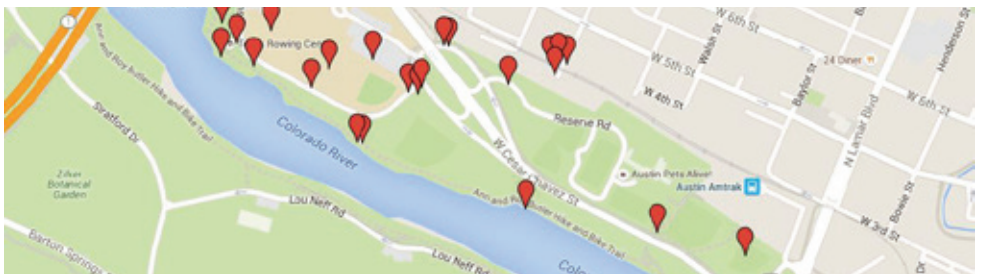
EXISTING POINTS OF INTEREST

KEY TAKEAWAY: Support existing uses (West Austin Youth Association, Austin Pets Alive!, AISD USE OF FIELDS)



EXISTING POINTS OF CONCERN

KEY TAKEAWAY: Traffic, safety and access are of primary concern



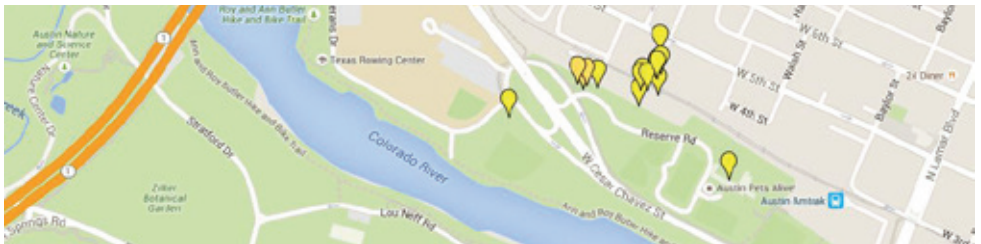
FUTURE OPPORTUNITIES

KEY TAKEAWAY: Improve connectivity to and through the park



FUTURE CHALLENGES

KEY TAKEAWAY: Additional traffic and safety issues



Participants identified existing areas of interest, concern, future opportunities and challenges for the park with colored dots.

PUBLIC WORKSHOPS

DECEMBER ALTERNATIVES WORKSHOP

Approximately 80 people came out to review the alternative designs for the Lamar Beach Master Plan. The workshop consisted of a 30-minute walk-through tour where attendees reviewed the public engagement summary to date and participated in a dot exercise to identify character images that fit with their vision for the park. This was followed by a 60-minute interactive presentation covering the design principles and alternatives for the park. The meeting concluded with a 30-minute review session in order to provide participants with another opportunity to walk around and review the informational materials on the alternatives presented. Following the workshop, Austin Parks and Recreation Department posted the materials presented at the meeting, the polling questions and a recording of the presentation online for citizens unable to attend. Public comments are provided in Appendix 3-6.



During the Alternatives Workshop, stakeholders evaluated six alternative visions for Lamar Beach.

JANUARY RECOMMENDATIONS WORKSHOP

The Recommendations Workshop drew 80 community participants to reveal the revised master plans for Lamar Beach. The design team presented refined alternatives based on public comment received at the Alternatives Workshop and provided detailed costs and metrics. The design team also presented more details on phasing and funding strategies for the improvements to the park. Participants shared their thoughts using key-pad polling. The meeting consisted of a walk-through tour where participants are strongly encourage to walk around and take a look at displays and informational materials followed by a 60-minute interactive presentation, and a 30-minute question and answer session. Following the workshop, Austin Parks and Recreation Department posted the materials presented at the meeting, the polling questions and a recording of the presentation online for citizens unable to attend. Public comments are provided in Appendix 3-6.



Four alternatives were presented with additional information in order for stakeholders to narrow down the options to a preferred alternative.

PROPOSED VISION

IDENTITY EXERCISE

Participants at the Alternatives Workshop placed green dots on character images that they felt were appropriate for Lamar Beach. The following images were the most popular.



A two story animal facility integrated into a natural setting.
The Humane Society of Truckee-Tahoe, Truckee, CA



An eye catching mural on the exterior walls attracts visitors.
Friends for Life Shelter, Houston, TX



A winding walkway with contemporary trail signage.
Blue Hole Regional Park, Wimberley, TX



A major highway relocated creates a unified shoreline.
Harbor Drive and Route 99, Portland, OR



A winding hike and bike path among the wildflowers.
Mueller Development, Austin, TX



Rowing and boating facilities adjacent to a walking path.
Long Dock Park, Beacon, NY



A simple parking lot tucked into the park.
Blue Hole Regional Park, Wimberley, TX



A parking and formal drop off area directly adjacent to sports fields.
Celebration Park, Gardner, KS



A hike and bike trail encompassed by tall trees and plants.
Butler Hike and Bike Trail, Ladybird Lake, Austin, TX



A dog park with places for people and animals.
Johnny Steele Dog Park, Houston, TX



A formal viewing platform to relax and look out over the water.
Race Street Pier, Philadelphia, PA



An informal nature play area.
Walker's Daycare, Houston, TX

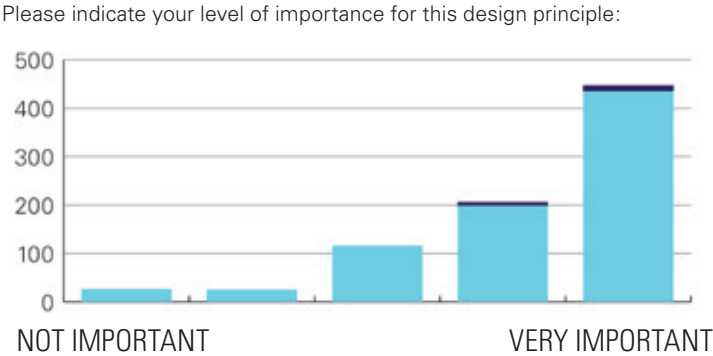
PROPOSED VISION

DESIGN PRINCIPALS

Design principles are objectives that the design team uses to carry out the goals of the master plan. The following Design Principles were presented and ranked by the public at the Alternatives Workshop.

MAINTAIN EXISTING PROGRAM WITHIN THE PARK WHILE MAXIMIZING EFFICIENCY AND INTEGRATING WITH THE PARK.

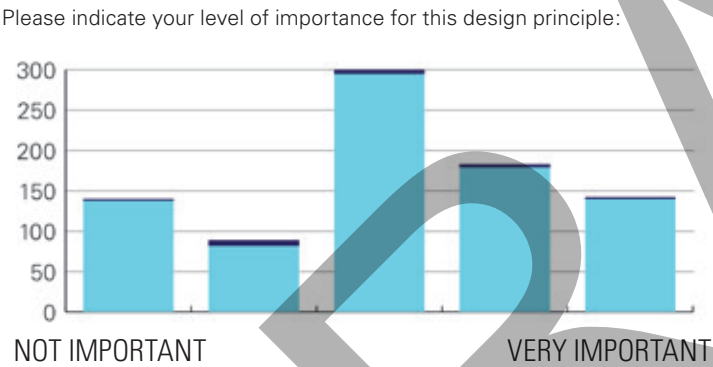
Participants in the survey and public meeting expressed a satisfaction and desire to maintain the existing programs within the park. These programs include the West Austin Youth Association ball fields, nature trails, Town Lake Animal Center / Austin Pets Alive!, the Texas Rowing Center and Austin High School shared uses such as parking and the baseball field south of Cesar Chavez Street.



Stakeholders expressed a strong desire to maintain the existing programming at Lamar Beach.

INCREASE AMENITY SPACE FOR NEW PROGRAMMING.

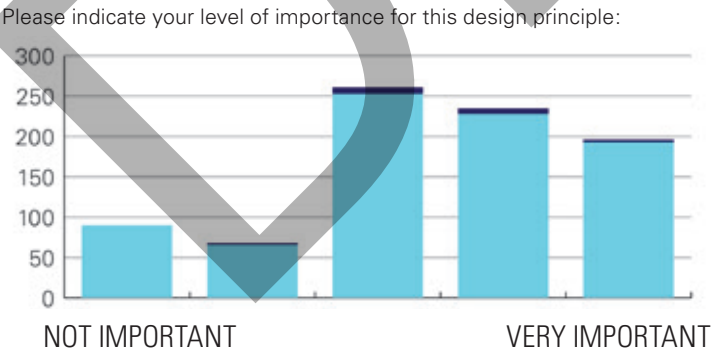
Downtown Austin is growing and the residential population in the area has expressed a need for neighborhood amenities such as play areas, picnic areas and flexible. These would be small areas geared to existing users and neighborhood residents.



Stakeholders who participated in the Alternatives Workshop survey were neutral about additional programming in the park.

PROVIDE A VARIED AND UNIQUE EXPERIENCE ALONG THE HIKE AND BIKE TRAILS.

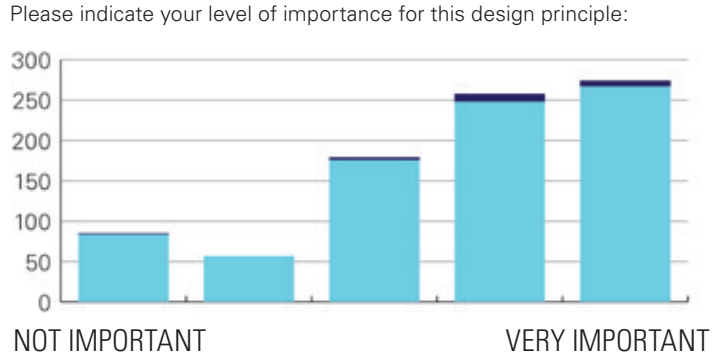
Butler Trail Urban Forestry and Natural Area Management Guidelines written by The Trail Foundation – discuss “grow zones” which are minimally maintained preservation areas that buffer the edge of the creek approximately 25 feet and allow for passive (natural) plant growth in entire buffer area. This also includes monitoring, trash removal, vegetation management and education/demarcation signage where appropriate. A varied trail landscape would provide visual interest and identity for this part of the trail.



Stakeholders were supportive of creating a varied and unique experience along the hike and bike trails.

PROVIDE ADEQUATE PARKING AND TRANSIT OPPORTUNITIES FOR ALL PARK USERS.

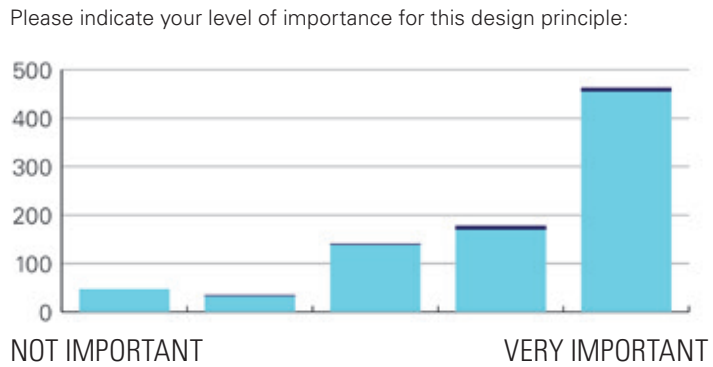
This area has many parking needs. Each of the alternatives explores creative ways to manage parking. Street parking can increase parking capacity and provide a buffer between cars and pedestrians.



Providing adequate parking is important to many stakeholders.

PROVIDE SAFE, ACCESSIBLE WAYS TO GET TO THE PARK FROM YMCA, AUSTIN HIGH SCHOOL AND NEARBY NEIGHBORHOODS WITH OR WITHOUT THE PRESSLER STREET EXTENSION.

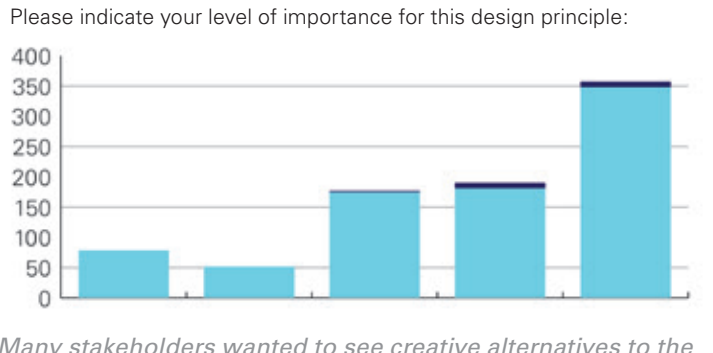
Stakeholders expressed a desire to improve safety and access at Lamar Beach. This can be done by creating park roads that connect adjacent neighbors through the park and prioritize people over cars. Park roads should have compliant and shared sidewalks and safe pedestrian crossings at all intersections. Some roads should include street parking. All roads should have safe and protected turning movements in and out the park and Austin High School.



Many participants in the Alternatives Workshop survey were supportive of improving safety and access through the park.

THINK BIG ABOUT THE TRANSPORTATION NETWORKS THROUGH THE PARK TO CONSIDER DIFFERENT POSSIBILITIES THAT IMPROVE THE EXPERIENCE FOR ALL USERS.

Cities across America are reclaiming their waterfronts. As cities shift their planning to be more people-focused and less auto-focused, waterfronts are being restored from transportation routes and industrial warehouses into attractive areas for parks and plazas.

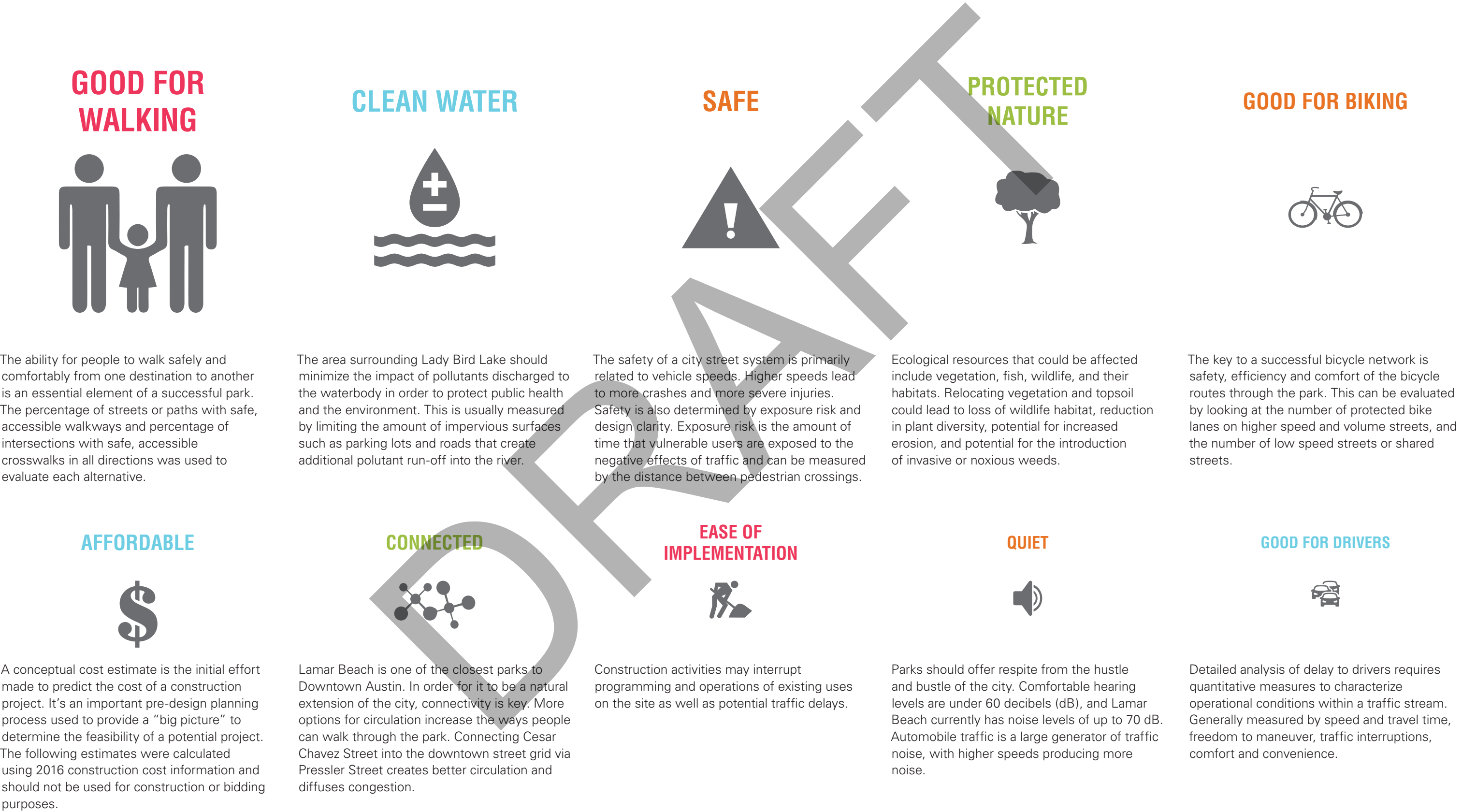


Many stakeholders wanted to see creative alternatives to the major transportation networks that bisect Lamar Beach.

PROPOSED VISION

METRICS


The design team selected metrics to evaluate the plan alternatives. The metrics were selected based on the goals for the project and then ranked by the public at the Alternatives Workshop. They are presented and scaled below based on priority.



ALTERNATIVES

The project team presented six initial alternatives for Lamar Beach and presented them at the Alternatives Workshop. Based on feedback, the team selected four to further refine. An “X” means the alternative did not advance.

ELEVATED RAMPS

Express lanes touch down past the high school. Cesar Chavez Street is at grade with a signalized intersection at Stephen F. Austin. 




Top 5 Strengths

- 1. Better flow of traffic
- 2. Traffic light at Cesar Chavez Street and Stephen F. Austin
- 3. Parking potential under ramps
- 4. Safer than existing conditions
- 5. Park road seems more direct

Top 5 Weaknesses

- 1. Unsafe for pedestrians
- 2. Increased traffic from stoplights and overhead ramps
- 3. Pressler Street traffic potentially routed through park
- 4. Too costly
- 5. Disruptive

TUNNELED ROAD

Cesar Chavez Street is buried under the park from Stephen F. Austin Drive to Seaholm. 




Top 5 Strengths

- 1. Maximizes park space
- 2. Less traffic from Cesar Chavez Street
- 3. More connectivity within park/pedestrian access
- 4. Quiet
- 5. Most beautiful/park-like

Top 5 Weaknesses

- 1. High cost
- 2. Long construction time/disruption
- 3. Unclear where tunnel starts/stops
- 4. Lack of eastern access to Austin High School
- 5. Loss of access to South Lamar Boulevard

CURRENT ALIGNMENT

Cesar Chavez Street stays in its current alignment. 




Top 5 Strengths

- 1. Minimal changes/disruption
- 2. Cost effective
- 3. Austin Pets Alive! has its own space
- 4. Accessible for all stakeholders
- 5. Quick

Top 5 Weaknesses

- 1. Traffic on Cesar Chavez Street is only getting worse
- 2. Increased traffic with Pressler Street extension
- 3. Lack of safety
- 4. Lack of connectivity/disjointed
- 5. Very little parking or picnic table areas

URBAN STREETS

Cesar Chavez Street at grade with a signalized intersection at Stephen F. Austin and possibly more intersections. 




Top 5 Strengths

- 1. Slows traffic
- 2. Traffic light at Cesar Chavez Street and Stephen F. Austin
- 3. Pressler Street feeds into Cesar Chavez Street instead of a park road
- 4. Better access to park and lake
- 5. Great connectivity

Top 5 Weaknesses

- 1. Potential traffic concerns and congestion
- 2. Does not reduce pedestrian and vehicle conflict points
- 3. Pressler Street is too prominent
- 4. Too many roads
- 5. Safety Issues

SEPARATED SYSTEMS

Cesar Chavez Street is elevated and realigned against the bluff/rail corridor. 




Top 5 Strengths

- 1. Removes large traffic concerns such as heavy/fast traffic
- 2. Connects both sides of the park to create a cohesive park
- 3. Provides good connections between the high school and the park
- 4. Large increase to park space
- 5. Pressler Street connects straight to Cesar Chavez Street

Top 5 Weaknesses

- 1. Costly to move Cesar Chavez Street
- 2. Limited shared parking opportunities for Austin High School
- 3. Time consuming/disruptive to move Cesar Chavez Street
- 4. Potential traffic concerns with intersection at Lamar Boulevard and Cesar Chavez Street
- 5. Uses distributed (no central parking)

HYBRID

Cesar Chavez Street is at grade and realigned against the bluff. 



TOP 5 STRENGTHS

- 1. Unifies the park
- 2. Provides good connections between the high school and the park
- 3. Removes large traffic concerns such as heavy/fast traffic
- 4. Safer for pedestrians
- 5. Traffic light at Stephen F. Austin and Cesar Chavez Street

TOP 5 WEAKNESSES

- 1. Costly to move Cesar Chavez Street
- 2. Parking west of the High School is too far away from the park
- 3. Potential traffic increase due to more intersections on Cesar Chavez Street
- 4. Time consuming and disruptive to move Cesar Chavez Street
- 5. Pressler Street traffic potentially routed through park



ALTERNATIVES

ELEVATED RAMPS (NOT PURSUED IN DETAIL)

The Central Texas Regional Mobility Authority (Central Texas Regional Mobility Authority) is currently conducting the MoPac South Environmental Study to explore the feasibility of adding tolled express lanes on MoPac Expressway between Cesar Chavez Street and Slaughter Lane. Central Texas Regional Mobility Authority developed six alternative concepts for the alignment of the express lanes. Two of the proposed alternatives have elevated express lanes that extend 25 -30 feet above the MoPac Bridge and Lady Bird Lake and remain elevated above the exit ramp onto Cesar Chavez Street merging into traffic on Cesar Chavez Street. The Elevated Ramps alternative for Lamar Beach assumes that one of these options moves forward and express traffic merges with traffic on Cesar Chavez Street east of the high school. This alternative removes the grade separated on ramps on Cesar Chavez Street and drops down to grade with a regular four-way intersection at Stephen F. Austin Drive. The stoplight underneath the elevated ramps would be timed to favor demand at different times of day.



Figure 15: Elevated Ramps Illustrative Plan

Removing the grade separated ramps would create seven additional acres of additional park space which would allow R.D. Thorp Field to shift north in order to cluster the ballfields, provide more restoration opportunity and create a more natural and varied experience along the Butler Hike and Bike Trail. This alternative exacerbates the mini-highway like nature of Cesar Chavez Street and extends it further into the park as part of an extension of the MoPac Expressway. This would serve to minimize delay at the existing ramps with Stephen F. Austin/Cesar Chavez Street but would shift greater traffic volumes to the interior park roadway to the north. The interior roadway would intersect with both Pressler Street and Lamar Boulevard providing alternative options to downtown Austin. This alternative was not well supported by the stakeholders who participated in the Lamar Beach Master Plan and was not pursued in detail.

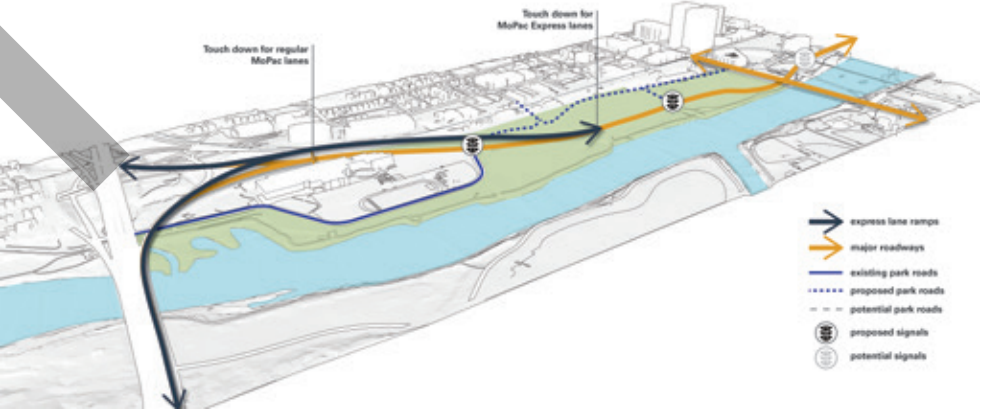


Figure 16: Elevated Ramps Transportation Diagram

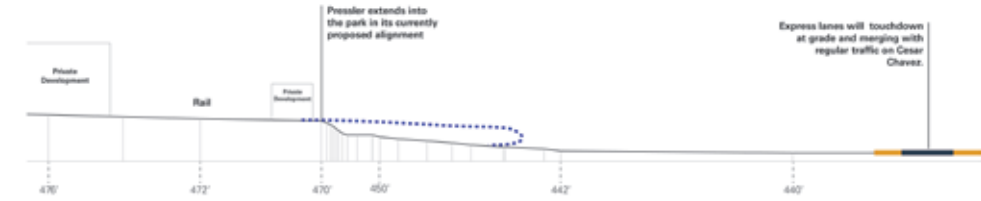


Figure 17: Elevated Ramps Section Diagram

ALTERNATIVES

TUNNELLED ROAD (NOT PURSUED IN DETAIL)

In this alternative, Cesar Chavez Street is buried under the park from Stephen F. Austin Drive to Seaholm. This alternative reclaims the entire park space for recreation uses. The ball fields can be arranged in optimal alignment and Austin Pets Alive! could remain close to its current location. Even though the tunneled road did have some stakeholder support, it's prohibitively expensive costs and general lack in return from the increased revenue to the city, did not make it feasible to consider in further detail.



Figure 18: Tunnelled Road Illustrative Plan

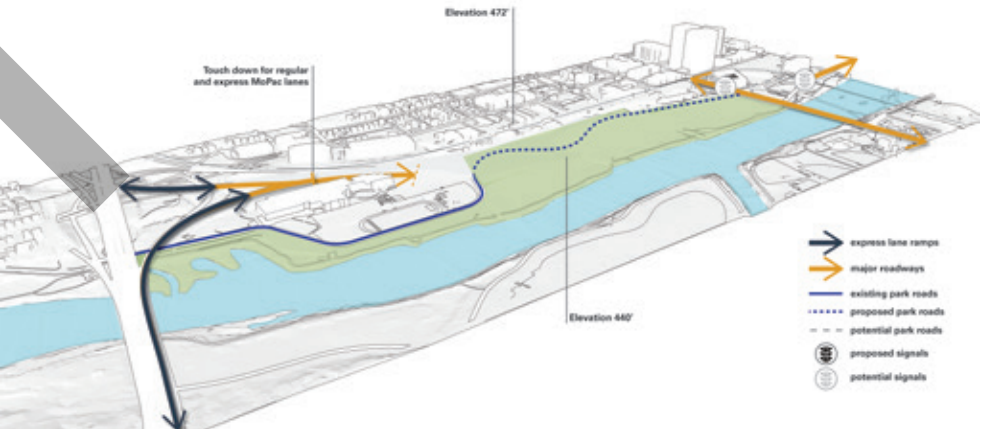


Figure 19: Tunnelled Road Transportation Diagram

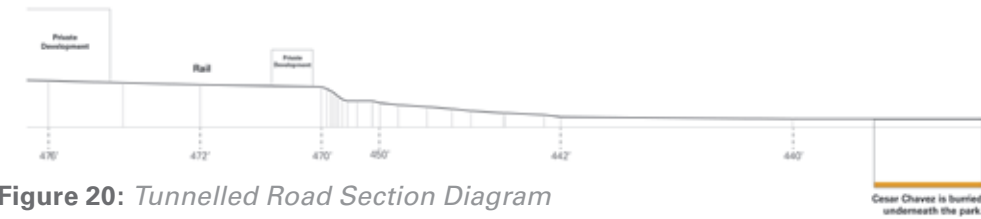


Figure 20: Tunnelled Road Section Diagram

ALTERNATIVES

CURRENT ALIGNMENT

In this alternative, Cesar Chavez Street stays in its current location and the Pressler Street extension is shown in its proposed alignment. The West Austin Youth Association ball fields shift east in order to create a wagon wheel formation with shared batting cages and concessions in the center. Chalmers Field stays in its current location and the McEarchern Field is relocated just east of the Chalmers Field. The small rectangle to the north of Chalmers Field is the neighborhood amenity area. This would include restrooms, a playground and picnic tables. The design team also added a vehicular bridge and a pedestrian bridge across the creek in order for West Austin Youth Association and YMCA to have more access across the park. Thorp field would stay in the same location.



Figure 21: Current Alignment Illustrative Plan

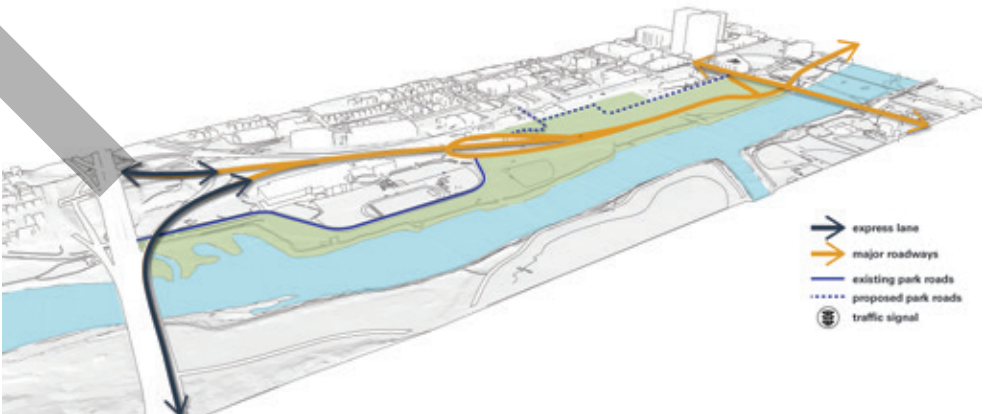


Figure 22: Current Alignment Transportation Diagram

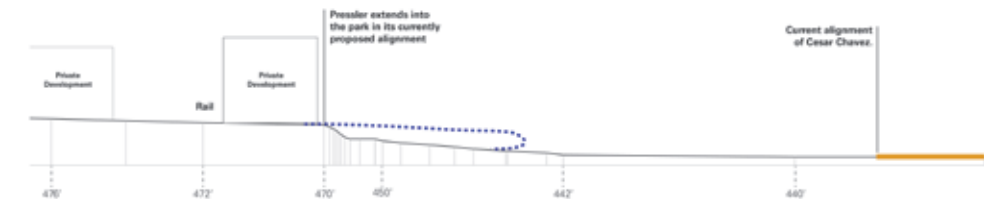


Figure 23: Current Alignment Section Diagram



GOOD FOR WALKING

- 168% INCREASE** IN TRAILS AND SIDEWALKS
- 3.3 MINUTE WALK** FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS
- 4.3 MINUTE WALK** BETWEEN ALL SPORTS FIELDS
- 17 MINUTE WALK** FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK



SAFE

- 1500 FT** BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET
- 27-32 MPH** PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK



CONNECTED STREETS

- .1 MILES** LAMAR TO YMCA
- .9 MILES** LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY
- .9 MILES** LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING
- .9 MILES** LAMAR TO AUSTIN HIGH SCHOOL
- .5 MILES** MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)



GOOD FOR DRIVERS

- 13-30 SECOND** INTERSECTION DELAY
- 56** ON-STREET PARKING SPACES
- 266** OFF-STREET PARKING SPACES



EASE OF IMPLEMENTATION

- 9-12 MONTHS** DESIGN
- 9-12 MONTHS** PERMITTING
- 9-12 MONTHS** CONSTRUCTION



CLEAN WATER

- 13 ACRES** IMPERVIOUS COVER
- 19 ACRES** OF RESTORED SHORELINE



PROGRAM DIVERSITY

- 70% ACTIVE** RECREATION
- 30% PASSIVE** RECREATION



AFFORDABLE

- \$6,758,993** TOTAL INFRASTRUCTURE COSTS
This includes park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.
- \$2,465,912** TOTAL RECREATION COSTS
This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, Austin Pets Alive!/community center, electric and lighting improvements.
- \$12,000,000** TOTAL AUSTIN PETS ALIVE!/COMMUNITY FACILITY COSTS
- \$21,224,904** TOTAL OVERALL COST

ALTERNATIVES

URBAN STREETS

East of Lamar Boulevard, Cesar Chavez Street is not a barrier to accessing the lake because there is a stop light every 300 – 500 feet and pedestrians can cross the street on a regular basis. The Urban Street alternative extends the city grid west of Lamar Boulevard on Cesar Chavez Street by adding additional intersections into the park, at Pressler Street and at Stephen F. Austin. If the Pressler Street extension is pursued, it could extend straight down to connect to Cesar Chavez Street at a signalized intersection. The Urban Streets alternative creates smaller blocks and increased connections to both sides of the park. A centralized parking area for Austin Pets Alive! and West Austin Youth Association is located directly south of the Austin Pets Alive! building and a proposed neighborhood amenity area is located on the west side of the proposed Pressler Street extension. With signalized intersections coordinated throughout the corridor, delay could be minimized along Cesar Chavez Street while enabling breaks in traffic flow for access to/from the park and communities to the north.



Figure 24: Urban Streets Illustrative Plan

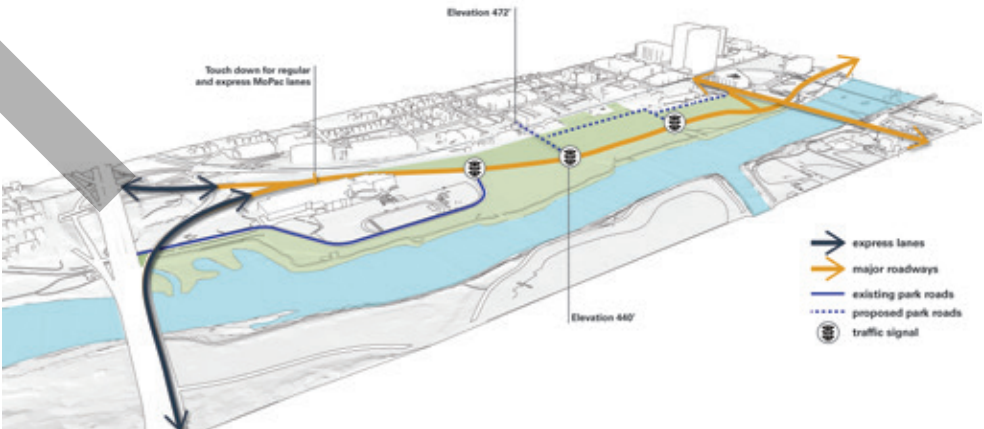


Figure 25: Urban Streets Transportation Diagram

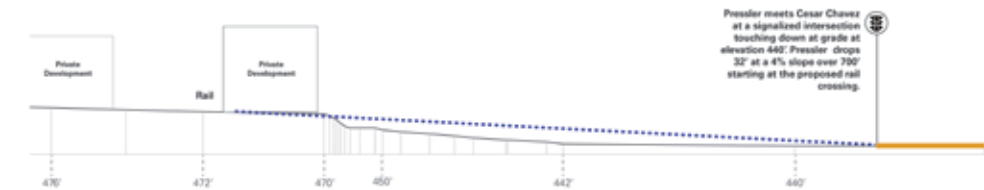


Figure 26: Urban Streets Section Diagram



GOOD FOR WALKING

- 202% INCREASE** IN TRAILS AND SIDEWALKS
- 2.5 MINUTE WALK** FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS
- 3.5 MINUTE WALK** BETWEEN ALL SPORTS FIELDS
- 16 MINUTE WALK** FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK



SAFE

- 780 FT** BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET
- 50% DECREASE** IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK



CONNECTED STREETS

- .1 MILES** LAMAR TO YMCA
- .3 MILES** LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY
- .3 MILES** LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING
- .9 MILES** LAMAR TO AUSTIN HIGH SCHOOL
- .3 MILES** MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)



GOOD FOR DRIVERS

- 1-2 MINUTE** INTERSECTION DELAY
- 160** ON-STREET PARKING SPACES
- 266** OFF-STREET PARKING SPACES



EASE OF IMPLEMENTATION

- 9-12 MONTHS** DESIGN
- 9-12 MONTHS** PERMITTING
- 12-15 MONTHS** CONSTRUCTION



CLEAN WATER

- 14 ACRES** IMPERVIOUS COVER
- 24 ACRES** OF RESTORED SHORELINE



PROGRAM DIVERSITY

- 63% ACTIVE** RECREATION
- 37% PASSIVE** RECREATION



AFFORDABLE

- \$8,150,496** TOTAL INFRASTRUCTURE COSTS
This includes park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.
- \$2,997,549** TOTAL PROGRAM COSTS
This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, Austin Pets Alive! / community center, electric and lighting improvements.
- \$12,000,000** TOTAL AUSTIN PETS ALIVE! / COMMUNITY FACILITY COSTS
- \$23,148,045** TOTAL OVERALL COST

ALTERNATIVES

SEPARATED SYSTEMS

This alternative shifts Cesar Chavez Street north and elevates it against the bluff/rail corridor. Pressler Street could connect directly to Cesar Chavez Street at the top of the bluff. Relocating Cesar Chavez Street opens up the park to be one unified park space. Cesar Chavez Street would touch down at grade in front of YMCA and intersect with a park road to provide access to Austin High School and the fields. Stephen F. Austin would not connect directly to Cesar Chavez Street but would be extended north to access a parking lot underneath the elevated road. A pedestrian trail just east of YMCA would connect over the creek to the park road that goes underneath Cesar Chavez Street.

With a separated system, the speeds on Cesar Chavez Street will continue with minimal change in vehicle delay from the existing conditions. The addition of a signalized intersection to the east of Lamar Boulevard will serve as access to the park from Cesar Chavez Street as well as eastbound access to Stephen F. Austin Drive and Austin High School. This intersection has the potential to add delay during the peak periods particularly when the school ends around 4:00 pm. It would however enable access from the minor roadway to the mainline which suffers from severe delay under the existing conditions.



Figure 27: Separated Systems Illustrative Plan

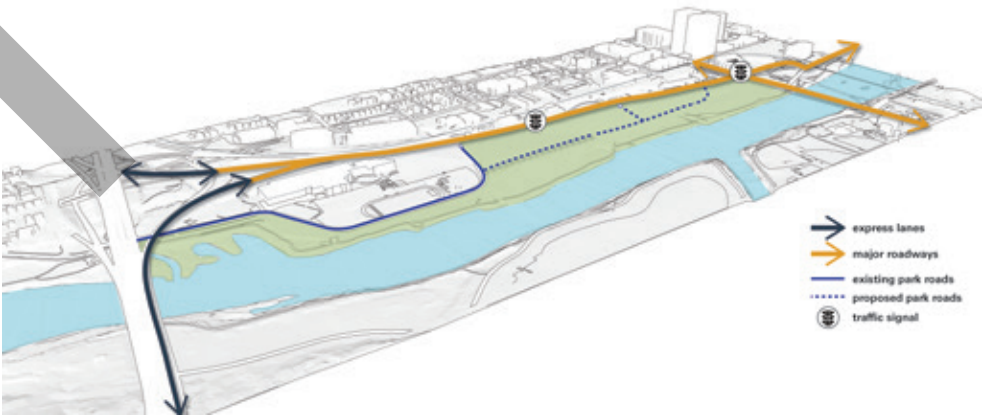


Figure 28: Separated Systems Transportation Diagram

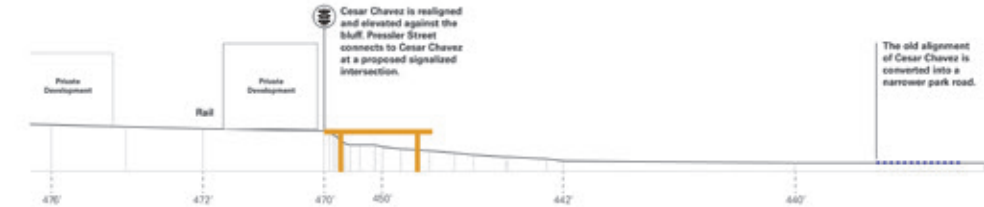


Figure 29: Separated Systems Section Diagram



GOOD FOR WALKING

- 215% INCREASE** IN TRAILS AND SIDEWALKS
- 1 MINUTE WALK** FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS
- 1-2 MINUTE WALK** BETWEEN ALL SPORTS FIELDS
- 6 MINUTE WALK** FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK



SAFE

- 1000 FT** BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET
- 60% DECREASE** IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK



CONNECTED STREETS

- .1 MILES** LAMAR TO YMCA
- .3 MILES** LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY
- .3 MILES** LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING
- .8 MILES** LAMAR TO AUSTIN HIGH SCHOOL
- 1.3 MILES** MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)



GOOD FOR DRIVERS

- 1-6 MINUTE** INTERSECTION DELAY
- 123** ON-STREET PARKING SPACES
- 301** OFF-STREET PARKING SPACES



EASE OF IMPLEMENTATION

- 12-16 MONTHS** DESIGN
- 9-12 MONTHS** PERMITTING
- 18-24 MONTHS** CONSTRUCTION



CLEAN WATER

- 11 ACRES** IMPERVIOUS COVER
- 30 ACRES** OF RESTORED SHORELINE



PROGRAM DIVERSITY

- 53% ACTIVE** RECREATION
- 47% PASSIVE** RECREATION



AFFORDABLE

- \$27,590,760** TOTAL INFRASTRUCTURE COSTS
This includes the relocation of Cesar Chavez Street, park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.
- \$3,137,874** TOTAL PROGRAM COSTS
This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, Austin Pets Alive!/community center, electric and lighting improvements.
- \$12,000,000** TOTAL AUSTIN PETS ALIVE!/COMMUNITY FACILITY COSTS
- \$42,728,634** TOTAL OVERALL COST

ALTERNATIVES

HYBRID

The Hybrid alternative shifts Cesar Chavez Street north but remains at grade with the park at the bottom of the cliff. If Pressler Street was extended, it could go over Cesar Chavez Street and tie into the park road to provide more connections to the park. Similar to the Urban Street alternative, the Hybrid alternative provides for multiple access points into the park which when compared to the existing conditions would add delay along Cesar Chavez Street. The alternative would enable multiple connections to Stephen F. Austin Drive and as such reduce the reliance upon the current single access point at Cesar Chavez Street. The parking area could be shared between West Austin Youth Association and Austin High. In this alternative, Austin Pets Alive! is relocated north of Cesar Chavez Street and connected to the YMCA entrance and parking area. The small rectangle to the south of YMCA is the neighborhood amenity area. This would include restrooms, a playground and picnic tables.



Figure 30: Hybrid Illustrative Plan

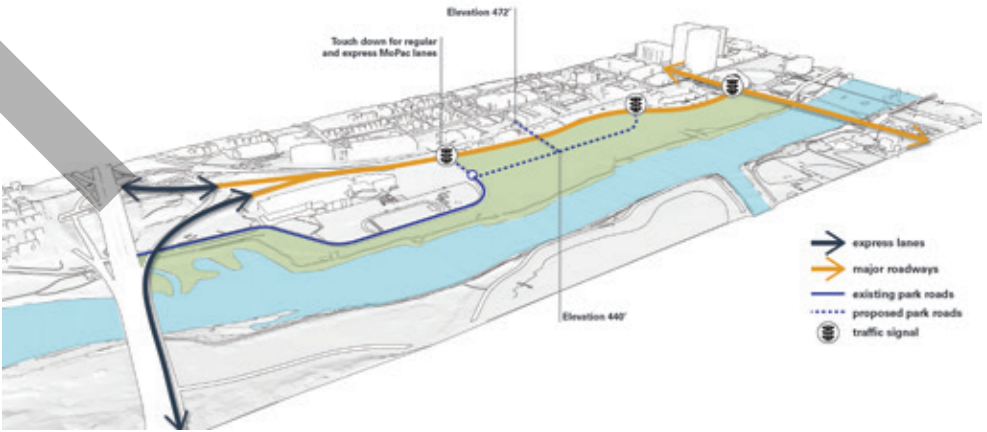


Figure 31: Hybrid Transportation Diagram

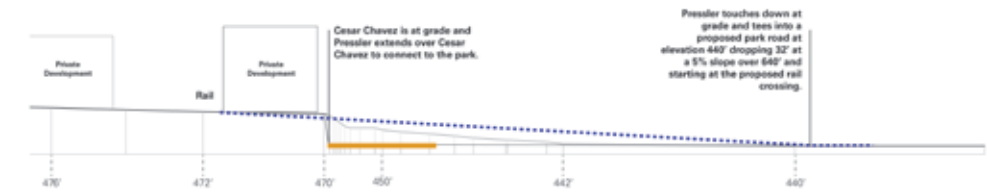


Figure 32: Hybrid Section Diagram



GOOD FOR WALKING

- 243% INCREASE** IN TRAILS AND SIDEWALKS
- 1 MINUTE WALK** FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS
- 1-2 MINUTE WALK** BETWEEN ALL SPORTS FIELDS
- 6 MINUTE WALK** FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK



SAFE

- 1280 FT** BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET
- 65% DECREASE** IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK



CONNECTED STREETS

- .1 MILES** LAMAR TO YMCA
- .2 MILES** LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY
- .7 MILES** LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING
- .8 MILES** LAMAR TO AUSTIN HIGH SCHOOL
- .3 MILES** MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)



GOOD FOR DRIVERS

- 1-7 MINUTE** INTERSECTION DELAY
- 66** ON-STREET PARKING SPACES
- 266** OFF-STREET PARKING SPACES



EASE OF IMPLEMENTATION

- 9-12 MONTHS** DESIGN
- 9-12 MONTHS** PERMITTING
- 15-18 MONTHS** CONSTRUCTION



CLEAN WATER

- 13 ACRES** IMPERVIOUS COVER
- 29.5 ACRES** OF RESTORED SHORELINE



PROGRAM DIVERSITY

- 54% ACTIVE** RECREATION
- 46% PASSIVE** RECREATION



AFFORDABLE

- \$14,393,640** TOTAL INFRASTRUCTURE COSTS
This includes the relocation of Cesar Chavez Street, park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.
- \$2,644,540** TOTAL PROGRAM COSTS
This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, electric, Austin Pets Alive! community center, and lighting improvements.
- \$12,000,000** TOTAL AUSTIN PETS ALIVE!/COMMUNITY FACILITY COSTS
- \$29,038,180** TOTAL OVERALL COST



DRAFT

RECOMMENDATIONS

This chapter presents the community supported master plan for Lamar Beach. The first section explains the vision and phasing of the preferred alternative. This section is followed by a financial assessment of the preferred plan which details the overall costs and suggested funding strategies for city investment.

The final section of this chapter presents a detailed implementation timeline of projects, programs and policies that will be needed to implement the master plan. Each recommendation has an estimated budget, timeline, potential partners and graphics that further illustrate the intent of the recommendation.

PREFERRED ALTERNATIVE

WHY THE SEPARATED SYSTEMS ALTERNATIVE?

At the January 27, 2016 Recommendations Workshop, the project team presented the top four alternatives from the December 15, 2015 Alternative's Workshop with additional information such as conceptual cost estimates and the traffic impacts of slowing traffic down through the park. This meeting was complimented with an online survey which received 373 responses. The stakeholders provided input on the strengths and weaknesses of the four remaining alternatives. These results are summarized below and a more detailed overview of the survey data can be found in the Appendix.

1. **Current Alignment** Many felt this option was not much of an improvement from the existing conditions and did not improve the safety for pedestrians and vehicles trying to access the park and the high school. Participants also expressed that the Pressler Street extension in the proposed alignment adds more traffic to an already confusing and crowded intersection.
2. **Urban Streets** Participants felt that this option was not a significant improvement from the existing conditions and some were concerned that the Pressler Street extension to Cesar Chavez Street will increase congestion for Austin High School visitors. Others felt that adding additional signals would create more traffic on an already busy road.
3. **Separated Systems** This option had the highest number of votes. Participants liked that Cesar Chavez Street was elevated and separates highway bound traffic from park visitors and Austin High School. Some participants expressed concern about access to Austin High School. Other respondents expressed concerns about cost, since the elevated road will be significantly more expensive than the other options.
4. **Hybrid** This option had the second number of positive votes. Participants were supportive of relocating Cesar Chavez Street north to unify the park. However, many survey respondents were not supportive of Pressler Street extending over Cesar Chavez Street and into the park. Others felt the additional intersection on Lamar Boulevard and Cesar Chavez Street would add increased traffic.

The Separated Systems alternative had the most support from stakeholders, but the Austin Transportation Department expressed concern about the significant traffic delay that might be caused by an at-grade intersection at Cesar Chavez Street and Lamar Boulevard. Partner organizations that operate in the park, such as West Austin Youth Association and Austin Pets Alive! wanted to make sure that they could begin implementation immediately without having to wait for the realignment of Cesar Chavez Street.

Due to this input, the project team revised the preferred alternative so that partner organizations could begin construction immediately and not be significantly impacted by the reconstruction of Cesar Chavez Street. The project team also revised the Separated Systems alternative so that Cesar Chavez Street comes back down to cross underneath Lamar Boulevard rather than meeting Lamar Boulevard at an at-grade intersection.

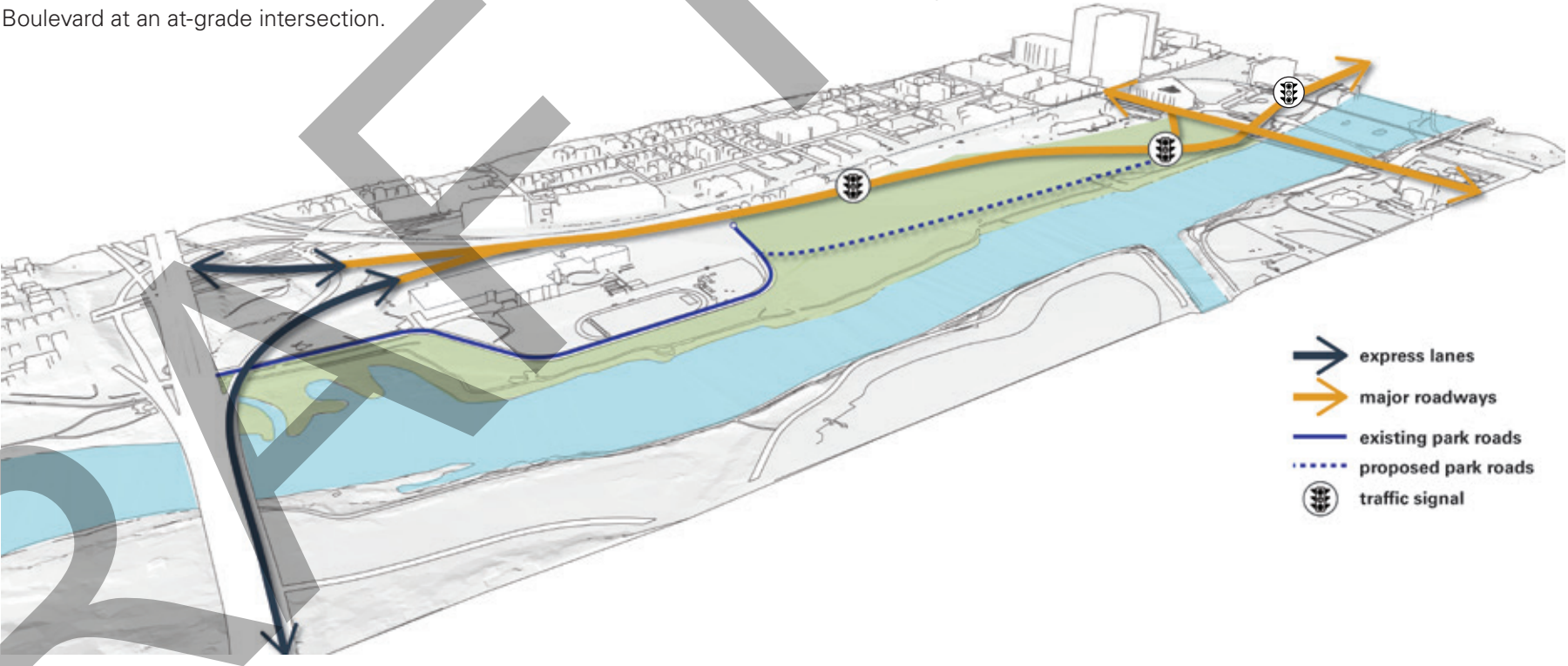
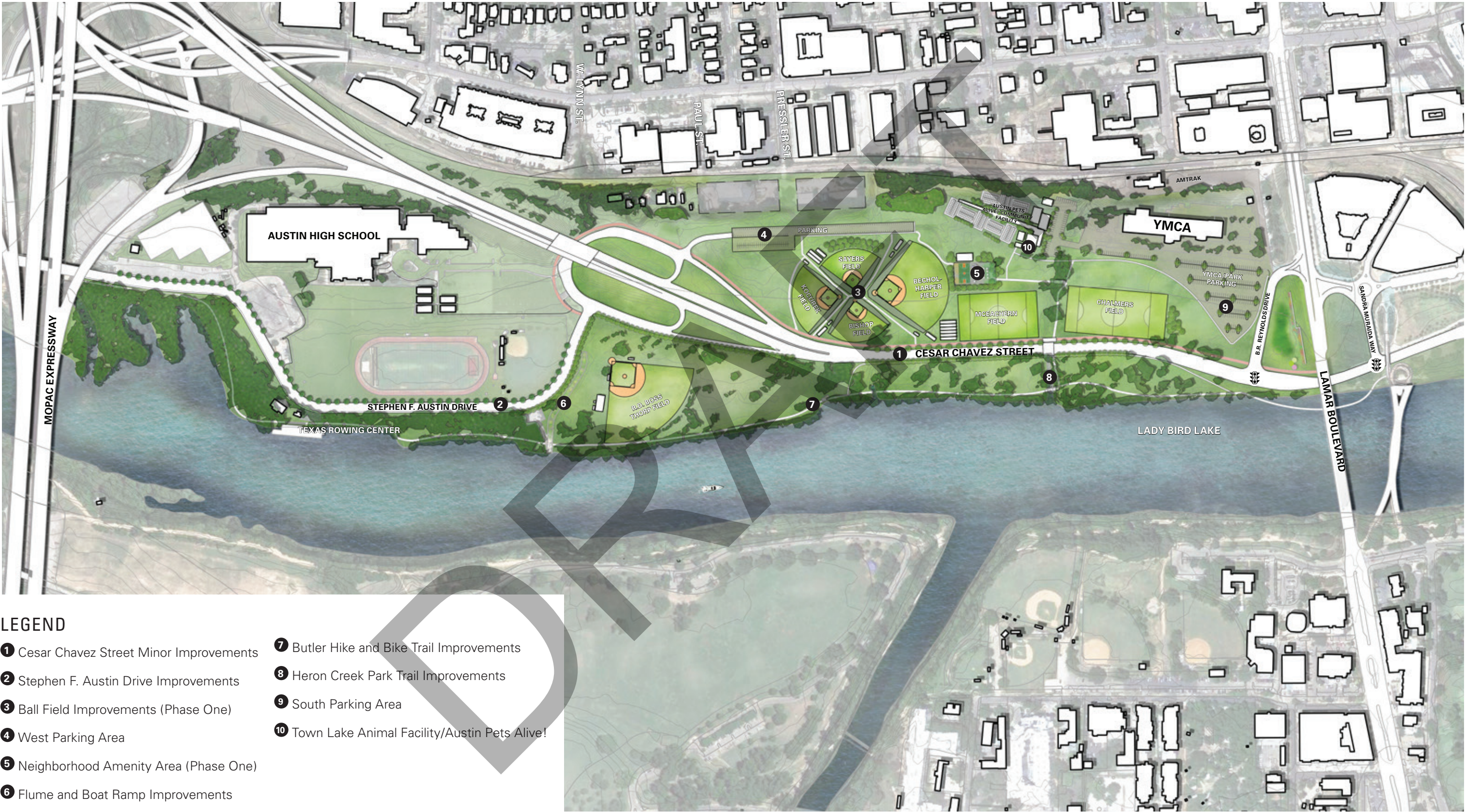


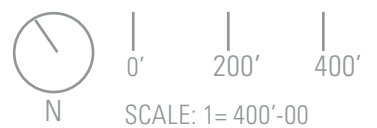
Figure 33: Transportation Diagram

PREFERRED ALTERNATIVE | PHASE ONE

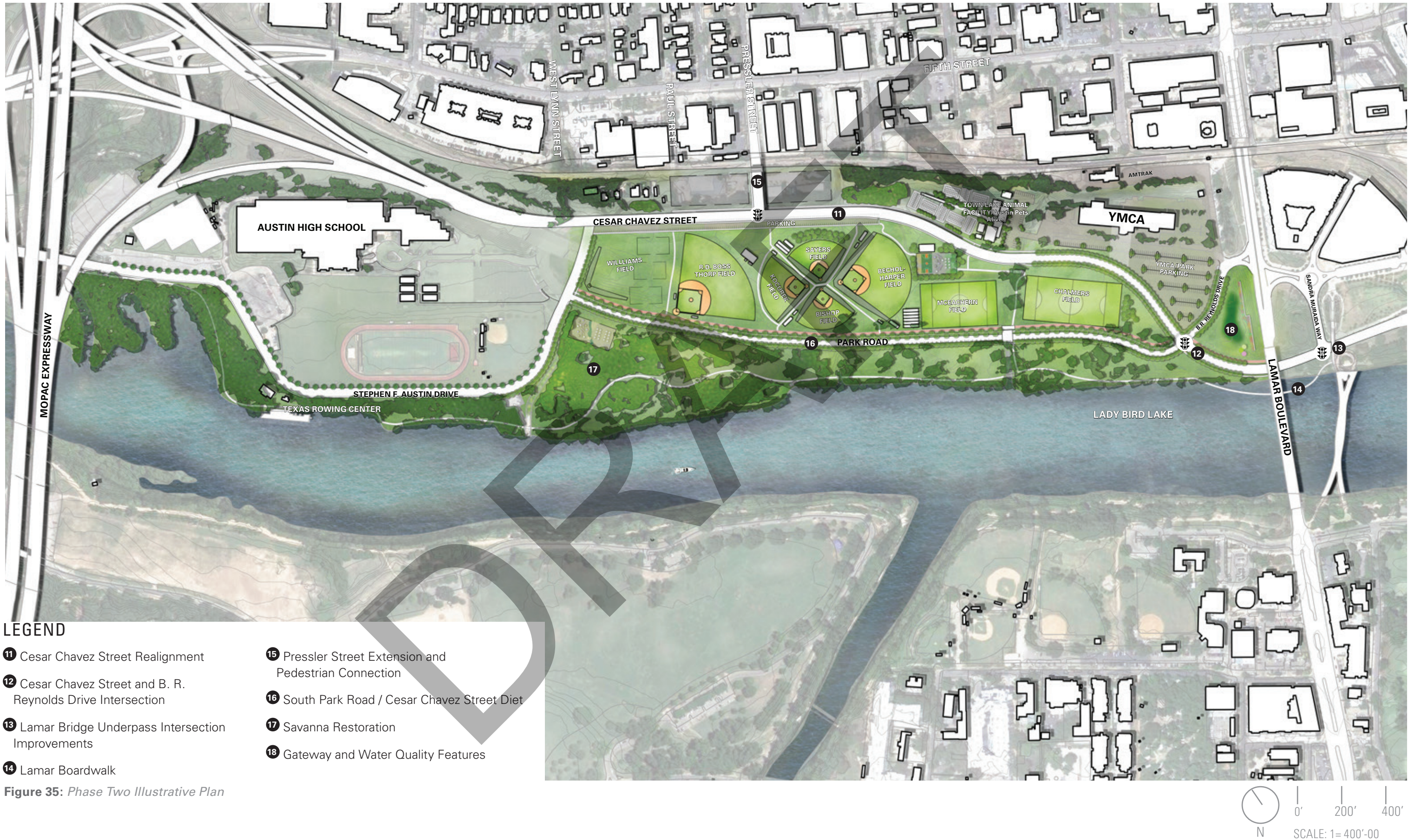


- LEGEND**
- 1 Cesar Chavez Street Minor Improvements
 - 2 Stephen F. Austin Drive Improvements
 - 3 Ball Field Improvements (Phase One)
 - 4 West Parking Area
 - 5 Neighborhood Amenity Area (Phase One)
 - 6 Flume and Boat Ramp Improvements
 - 7 Butler Hike and Bike Trail Improvements
 - 8 Heron Creek Park Trail Improvements
 - 9 South Parking Area
 - 10 Town Lake Animal Facility/Austin Pets Alive!

Figure 34: Phase One Illustrative Plan



PREFERRED ALTERNATIVE | PHASE TWO



PREFERRED ALTERNATIVE

PHASE ONE

The project can be constructed in two phases in order to provide immediate improvements while pursuing a long term vision. The following projects could begin immediately and are not contingent on relocating Cesar Chavez Street and can begin in phase one:

- ❶ Cesar Chavez Street Minor Improvements
- ❷ Stephen F. Austin Drive Improvements
- ❸ Ball Field Improvements (improvements occur in both phases)
- ❹ West Parking Area (improvements occur in both phases)
- ❺ Neighborhood Amenity Area (improvements occur in both phases)
- ❻ Flume and Boat Ramp Improvements
- ❼ Butler Hike and Bike Trail Improvements
- ❽ Heron Creek Park Trail Improvements
- ❾ South Parking Area
- ❿ Town Lake Animal Facility/Austin Pets Alive!

PHASE TWO

Phasing the implementation of Cesar Chavez Street could be performed almost entirely while the current roadway is in circulation. The new Cesar Chavez Street could be built from Lamar Boulevard to almost the MoPac Expressway as it is north of the current alignment. It is envisioned that the westbound connection would be made with the current alignment open. The existing B. R. Reynolds Drive and Cesar Chavez Street intersection could remain operational while the new intersection is constructed.

Once Cesar Chavez Street is realigned, the park will gain back seven additional acres to add trails and amenities. The following projects would take place in phase two:

- ❶ Cesar Chavez Street Realignment
- ❷ Cesar Chavez Street and B. R. Reynolds Drive Intersection
- ❸ Lamar Bridge Underpass Intersection Improvements
- ❹ Lamar Boardwalk
- ❺ Pressler Street Extension and Pedestrian Connection
- ❻ South Park Road / Cesar Chavez Street Diet
- ❼ Savanna Restoration
- ❽ Gateway and Water Quality Features



Figure 36: Phase One



Figure 37: Phase Two



PREFERRED ALTERNATIVE

TRAFFIC DELAY IMPACTS

In the preferred alternative, Cesar Chavez Street is located along the bluff rejoining the existing alignment at B. R. Reynolds Drive for the connection to Lamar Boulevard. The Cesar Chavez Street/ Lamar Boulevard ramps remain at B. R. Reynolds Drive and Sandra Muraida Way.

New signalized intersections at Cesar Chavez Street and Pressler Street would be added with a realignment of B. R. Reynolds Drive at Cesar Chavez Street to include the Park Road approach from the south. The addition of the fourth approach as well as pedestrian crosswalks with dedicated pedestrian timing will decrease the amount of time per cycle for the Cesar Chavez vehicle throughput. This will create additional vehicular delay and slow speeds throughout the system but increase mobility and access into the park. This intersection will also be a significant gateway opportunity into downtown Austin.

Figure 38: Signal delay and travel time and corridor speed highlights in red where corridor speeds exceed 17 mph (possible 25 mph travel speed). In the preferred alignment northbound access to Lamar Boulevard from Cesar Chavez Street is enhanced with left-turns enabled at a modified intersection at Sandra Muraida Way incorporating a 250 ft eastbound turn lane.

ORIGIN-DESTINATION

Figure 39: Origin-destination distances indicates the average travel distance between different places within Lamar Beach. Distances that are shortened considerably are shown in green; those that are lengthened are shown in red.

STREET WIDTHS AND TURN LANES

Figure 40: Number of lanes and turn lanes provides a street-by-street listing of street widths and turn lanes.

	DIRECTION	ROUTE		TRAVEL TIME (SEC)		CORRIDOR SPEED (MPH)	
		AM	PM	AM	PM	AM	PM
Cesar Chavez Street, from Stephen F. Austin Drive to Sandra Muraida Way	West Bound	66	93	178	205	17	15
	East Bound	132	103	239	210	12	13
Cesar Chavez Street and Lamar Boulevard, from Stephen F. Austin Drive to Riverside Drive	NB/West Bound	116	130	223	237	13	12
	East Bound/ SB	146	146	255	254	11	11
Cesar Chavez Street and Lamar Boulevard, from Stephen F. Austin Drive to West Fifth Street	SB/West Bound	50	44	165	159	19	19
	East Bound/ NB	152	199	294	340	13	11

Figure 38: Signal delay and travel time and corridor speed

ORIGIN-DESTINATION	EXISTING CONDITIONS	PREFERRED ALTERNATIVE
Austin High School to Lamar Boulevard to West Fifth Street	1.0 - 1.1 miles via Cesar Chavez Street and Lamar Boulevard depending on direction	1.0 - 1.1 miles via Park Road
Austin High School to MoPac Expressway	0.5 miles	1.4 miles
Austin Pets Alive! to Lamar Boulevard	0.9 miles via Cesar Chavez Street and Reserve Road	0.2 miles via Park Road
Texas Rowing Center to Pressler Street and West Fifth Street	1.6 - 1.8 miles via Stephen F. Austin Drive, Cesar Chavez Street, Lamar Boulevard, Fifth Street or Sixth Street and Pressler Street depending on direction	1.3 miles via Stephen F. Austin Drive, Park Road, Cesar Chavez Street and Pressler Street
West Austin Youth Association to Lamar Boulevard	0.9 miles via Cesar Chavez Street and Reserve Road	0.3 miles via Park Road
YMCA to Pressler Street and West Fifth Street	0.7 - 1.1 miles via Lamar and Fifth Street depending on direction	0.4 miles via Cesar Chavez Street and Pressler Street

Figure 39: Origin-destination distances

STREET	# OF LANES	TURN LANES
Cesar Chavez Street, west of Pressler Street	3 lanes West Bound, 2 lanes East Bound	150 ft long left turn lane at Pressler Street
Cesar Chavez Street, Pressler Street to B. R. Reynolds Drive	2 lanes West Bound, 2 lanes East Bound	150’ long right turn lane at Pressler Street, 150’ long left turn lanes into parking lots, 150’ long left turn lane at B. R. Reynolds Drive, 150’ long right turn at B. R. Reynolds Drive
Cesar Chavez Street, East of B. R. Reynolds Drive	2 lanes West Bound, 2 lanes East Bound	150’ long right turn lane at B. R. Reynolds Drive, 150’ long left turn lane at B. R. Reynolds Drive, 250’ long left turn lane at Sandra Muraida Way
Pressler Street	1 lane NB, 1 lane SB	No turn lanes
B. R. Reynolds Drive	1 lane NB, 1 lane SB	150' long right turn lane at Cesar Chavez Street
Park Road	1 lane East Bound, 1 lane West Bound	150' long right turn lane at Cesar Chavez Street
Stephen F. Austin Drive	1 lane East Bound, 1 lane West Bound	No turn lanes

Figure 40: Number of lanes and turn lanes

PREFERRED ALTERNATIVE

ENGINEERING CONSIDERATIONS

As this plan moves forward into implementation, there will be many engineering considerations such as utility relocation and grading. The analysis will require a detailed site survey to understand the exact conditions, but the following items will need to be explored in more detail.

GRADING

Figure 41: Engineering Considerations Diagram illustrates the portions of the site that will need to be considerably regraded in order to accommodate for the elevated portion of Cesar Chavez Street. The realignment of Cesar Chavez Street would begin at the existing western bridge abutment at the Stephen F. Austin Drive underpass. It would start to slope down to natural grade just west of YMCA, but remain high enough for people to safely cross under from the YMCA parking lot and Austin Pets Alive!. The area to the east of the existing Stephen F. Austin Drive underpass under existing Cesar Chavez Street would be cut back down when Cesar Chavez Street is realigned.

The main area of significant fill is in the existing drianageway cutting through the four baseball fields. The R. D. Thorp Field reconstruction would have some minor regrading work flattening the site slightly. On the north side of the elevated Cesar Chavez Street, in front of the future development around Pressler Street, there would need to be additional fill to close the gap between the northern edge of the bridge structure and the site development. The connection from the elevated portion of Cesar Chavez Street could be a structure, such as an underground parking garage and could be constructed at the same time as the elevated Cesar Chavez Street.

UTILITIES

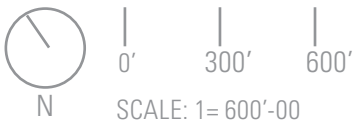
There would be utility relocations based on the proposed programming in the Lamar Beach Master Plan. There would need to be an underground storm drain underneath the baseball fields to channel the water from the existing drianageway that currently cuts through the fields, a reconstruction of the concrete drainage flume located just east of Stephen F. Austin Drive, and approximately 1,400 linear feet of relocated electric transmission lines at the baseball fields, and 2,200 linear feet of relocated electric transmission lines in the new alignment of Cesar Chavez Street.

The proposed alternative to relocate and elevate Cesar Chavez Street to a location near the railroad track on the north side of the park is in a very preliminary stage, making it difficult to determine its impact on Austin Water Utility's infrastructure including the critical 72-inch water line. Austin Water intends to work with all stakeholders through this process and ensure that access is maintained to all Utility infrastructure. Careful consideration must be given when designing any retaining walls, other bridge structures or embankments as well as limiting heavy vibratory construction equipment over the top of the pipes that would create loading conditions that were not anticipated with the design of the pipe. In addition, Austin Water will need to maintain enough space both horizontally and vertically to provide maintenance on the pipes including excavating, removing and replacing pipe segments. As the master plan moves forward toward implementation, utility providers will need to be involved in all aspects of the design of all improvements.



Figure 41: Engineering Considerations Diagram

- Existing water utility
- Proposed water utility
- Existing electric utility
- Proposed electric utility
- Regrading (cut)
- Regrading (fill)



PREFERRED ALTERNATIVE

METRICS



GOOD FOR WALKING

- 282% INCREASE** IN TRAILS AND SIDEWALKS
- 1 MINUTE WALK** FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS
- 3 MINUTE WALK** FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS (EXISTING)
- 1-2 MINUTE WALK** BETWEEN ALL SPORTS FIELDS
- 2-3 MINUTE WALK** BETWEEN ALL SPORTS FIELDS (EXISTING)
- 6 MINUTE WALK** FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK



CONNECTED STREETS

- .3 MILES** LAMAR BOULEVARD TO YMCA
- .3 MILES** LAMAR BOULEVARD TO YMCA (EXISTING)
- .3 MILES** LAMAR BOULEVARD TO AUSTIN PETS ALIVE!
- .9 MILES** LAMAR BOULEVARD TO AUSTIN PETS ALIVE! (EXISTING)
- .3 MILES** LAMAR BOULEVARD TO WEST AUSTIN YOUTH ASSOCIATION PARKING
- .9 MILES** LAMAR BOULEVARD TO WEST AUSTIN YOUTH ASSOCIATION PARKING (EXISTING)
- .9 MILES** LAMAR BOULEVARD TO AUSTIN HIGH SCHOOL
- 1.0 MILES** LAMAR BOULEVARD TO AUSTIN HIGH SCHOOL (EXISTING)
- .5 MILES** MOPAC EXPRESSWAY TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)
- 1.4 MILES** MOPAC EXPRESSWAY TO AUSTIN HIGH SCHOOL (EXISTING)



EASE OF IMPLEMENTATION

- PHASE 1**
- 9-12 MONTHS** DESIGN
- 9-12 MONTHS** PERMITTING
- 9-12 MONTHS** CONSTRUCTION
- PHASE 2**
- 12-16 MONTHS** DESIGN
- 9-12 MONTHS** PERMITTING
- 18-24 MONTHS** CONSTRUCTION



CLEAN WATER

- 17 ACRES** IMPERVIOUS COVER
- 16 ACRES** IMPERVIOUS COVER (EXISTING)
- 29.5 ACRES** OF RESTORED SHORELINE



SAFE

- 1 MILE OF SIDEWALK** ON CESAR CHAVEZ STREET
- .6 MILES OF SIDEWALK** ON CESAR CHAVEZ STREET (EXISTING)
- 65% DECREASE** IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK



GOOD FOR DRIVERS

- 2.87 MINUTE** AVERAGE INTERSECTION DELAY
- 224** ON-STREET PARKING SPACES
- 96** ON-STREET PARKING SPACES (EXISTING)
- 480** OFF-STREET PARKING SPACES
- 266** OFF-STREET PARKING SPACES (EXISTING)



PROGRAM DIVERSITY

- 54% ACTIVE** RECREATION
- 53% ACTIVE** RECREATION (EXISTING)
- 46% PASSIVE** RECREATION
- 47% PASSIVE** RECREATION (EXISTING)

PREFERRED ALTERNATIVE

COSTS

The following is a summary of preliminary construction and soft costs for Lamar Beach Master Plan. The costs are order of magnitude only and should not be used for specific budgeting or construction bidding. A more detailed estimate is in Appendix 9.

PROJECT	COST RANGE	LEAD	PARTNER
PHASE ONE (PROJECTS THAT CAN HAPPEN BEFORE THE REALIGNMENT OF CESAR CHAVEZ)			
1 Cesar Chavez Street Minor Improvements	\$271,957.50 – \$353,544.75	Austin Parks and Recreation Department	Austin Parks and Recreation Department, Austin Transportation Department, Central Texas Regional Mobility Authority, Texas Department of Transportation , Austin Parks Foundation
2 Stephen F. Austin Drive Improvements	\$243,931.50 – \$317,110.95	Austin Department of Public Works	Austin Parks and Recreation Department, Austin High School, AISD, The Trail Foundation, Texas Rowing Center
3A Ball Field Improvements Phase One	\$4,379,821.88 – \$5,693,768.44	West Austin Youth Association	Austin Parks and Recreation Department, AISD, Austin High School
4A West Parking Area Phase One	\$518,400.00 – \$673,920.00	Austin Parks and Recreation Department	West Austin Youth Association
5A Neighborhood Amenity Area Phase One	\$234,630.00 – \$305,019.00	Austin Parks and Recreation Department	West Austin Youth Association
6 Flume and Boat Ramp Improvements	\$204,525.00 – \$265,882.50	Austin Parks and Recreation Department	Austin Public Works, The Trail Foundation
7 Butler Hike and Bike Trail Improvements	\$924,750.00 – \$1,202,175.00	The Trail Foundation	Austin Parks and Recreation Department
8 Heron Creek Park Trail Improvements	\$222,480.00 – \$289,224.00	Austin Parks and Recreation Department	The Trail Foundation
9 South Parking Area	\$1,525,500.00 – \$1,983,150.00	Austin Parks and Recreation Department	YMCA, Austin Pets Alive!, Austin Animal Services
10 Town Lake Animal Facility/Austin Pets Alive!	\$18,900,000.00 – \$24,570,000.00	Austin Pets Alive!	Austin Parks and Recreation Department, Austin Animal Services
PHASE TWO (PROJECTS CONTINGENT ON REALIGNMENT OF CESAR CHAVEZ)			
11 Cesar Chavez Street Realignment	\$27,064,125.00 – \$37,341,675.00	Austin Transportation Department	Central Texas Regional Mobility Authority, Texas Department of Transportation , Austin Parks and Recreation Department
12 Cesar Chavez Street and B. R. Reynolds Drive Intersection	\$337,500.00 – \$438,750.00	Austin Transportation Department	Austin Parks and Recreation Department
13 Lamar Bridge Underpass Intersection Improvements	\$2,646,000.00 – \$3,704,400.00	Austin Transportation Department	Austin Parks and Recreation Department
14 Lamar Boardwalk	\$2,430,000.00 – \$3,159,000.00	The Trail Foundation	Austin Parks and Recreation Department
15 Pressler Street Extension and Pedestrian Connection	\$992,250.00 – \$1,289,925.00	Austin Transportation Department	Austin Parks and Recreation Department
16 South Park Road / Cesar Chavez Street Diet	\$455,625.00 – \$592,312.50	Austin Transportation Department	Austin Parks and Recreation Department
17 Savanna Restoration	\$1,080,000.00 – \$1,404,000.00	Austin Parks and Recreation Department	The Trail Foundation
18 Gateway and Water Quality Features	\$1,080,000.00 – \$1,404,000.00	Austin Art in Public Places	Austin Parks and Recreation Department, Austin Planning and Zoning, Austin Watershed Protection, Austin Transportation Department, Texas Department of Transportation
3B Ball Field Improvements Phase Two	\$1,106,181.56 – \$1,438,036.03	Austin Parks and Recreation Department	West Austin Youth Association, AISD, Austin High School
4B West Parking Area Phase Two	\$324,000.00 – \$421,200.00	Austin Parks and Recreation Department	West Austin Youth Association
5B Neighborhood Amenity Area Phase Two	\$163,755.00 – \$212,881.50	Austin Parks and Recreation Department	The Trail Foundation

Figure 42: Preferred Alternative Costs

PREFERRED ALTERNATIVE

FUNDING STRATEGIES

There are a variety of mechanisms that stewards of the master plan can employ to provide services and make improvements. Austin Parks and Recreation Department operating and capital development funding typically comes from conventional sources such as sales, use, and property tax referenda voted upon by the community, along with developer exactions. Operating funds, typically capped by legislation, may fluctuate based on the economy, public spending, or assessed valuation; and may not always keep up with inflationary factors. In the case of capital development, borrowed funds sunset with the completion of loan repayment, and are not available to carry-over or re-invest without voter approval.

The following funding sources are currently being used, or could be used by Austin Parks and Recreation Department to create the existing budgets for capital and operational expenditures of Lamar Beach.

GENERAL FUND

Austin Parks and Recreation Department services are primarily funded by the City’s General Fund, which can be comprised of property tax levied for the purpose of financing services performed for the common benefit of a community. These funds also come from resources such as inter-government agreements, reimbursements, and interest and may include such revenue sources as franchise taxes, licenses and permits, fees, transfers in, reserves, interest income, and miscellaneous other incomes. Austin Parks and Recreation Department’s sources of funding for the General Fund are:

Property Tax

Property tax revenue often funds park and recreation special districts and may be used as a dedicated source for capital development. When used for operation funding, it often makes the argument for charging resident and non-resident fee differentials.

Public Improvement District (PID)

The Public Improvement District Assessment Act (Chapter 372 of the Local Government Code) allows the city to levy and collect special assessments on property that is within the city or within the city’s Extraterritorial Jurisdiction (ETJ). A Public Improvement District may be formed to fund to park, recreation, and cultural improvements; landscaping and other aesthetic improvements; art installations; creation of pedestrian malls or similar improvements; public safety and security services; parking improvements; street and sidewalk improvements; and drainage improvements.

On April 15, 1993, Austin City Council created the Public Improvement District (PID) to provide a consistent funding source to implement downtown initiatives. The PID is a means for the Downtown Austin community to provide funds for quality of life improvements and planning and marketing of Downtown Austin.

On October 11, 2012 the Austin City Council reauthorized the Austin Downtown Public Improvement District for ten years. Properties in the District are assessed an additional \$.10 per \$100 in assessed value.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. Through the use of TIF, municipalities typically divert future property tax revenue increases from a defined area or district toward an economic development project or public improvement project in the community. TIF subsidies are not appropriated directly from a city’s budget, but the city incurs loss through foregone tax revenue.

Parkland Dedication

Parkland dedication is a local government requirement imposed on subdivision and site plan applications mandating the dedication of land for a park and/or the payment of a fee to be used by the governmental entity to acquire land and/or develop park facilities. Development impact fees are one-time charges imposed on development projects at the time of permit issuance to recover capital costs for public facilities, including parks, needed to serve new developments and the additional residents, employees, and visitors they bring to the community. Texas State law prohibits the use of impact fees for maintenance or operations costs.

Parkland dedication requires that all residential subdivisions and site plan applications, with some exemptions, are to provide for parks by either dedicating land, paying an in-lieu fee (the amounts may be adjusted annually), or a combination of the two.

LOAN MECHANISMS

Bond Referendum

Bond Referenda are used to fund capital needs, renovations, and new facilities to meet the needs and demands of residents. A bond is a written promise to pay a specified sum of money at a specified future date, at a specified interest rate. These bonds are traditionally general obligation bonds, revenue bonds, or special assessment bonds initiated through agency approval and citizen vote.

General Obligation Bonds

Bond used for indebtedness issued with the approval of the electorate for capital improvements and general public improvements.

Revenue Bonds

Bonds used for capital projects that will generate revenue for debt service where fees can be set aside to support repayment of the bond. These are typically issued for water, sewer or drainage charges, and other enterprise type activities.

ALTERNATIVE SERVICE DELIVERY AND FUNDING STRUCTURES

Inter-local Agreements

Contractual relationships established between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of sports fields, regional parks, or other facilities. Austin Independent School District (AISD) and Austin Pets Alive! have such an agreements in place for use of areas within Lamar Beach.

Privatization – Outsourcing Management

This is typically used for food and beverage management, golf course operations, ballfield, or sports complex operations by negotiated or bid contract.

COMMUNITY SERVICE FEES AND ASSESSMENTS

Private Concessionaires

Contracts with private sector concessionaires provide resources to operate desirable recreational activities. These services are typically financed, constructed, and operated by the private business or a non-profit organization with additional compensation paid to the entity. The Texas Rowing Center is an example of a private concessionaire that currently operates within Lamar Beach.

PERMITS, LICENSING RIGHTS AND USE OF COLLATERAL ASSETS

Subordinate Easements – Recreation/Natural Area Easements

This revenue source is available when an entity allows utility companies, businesses, or individuals to develop some type of an improvement above ground or below ground on its property. Subordinate easements are typically arranged over a set period of time, with a set dollar amount that is paid to the entity on an annual basis.

Partnership Opportunities

Partnerships are joint development funding sources or operational funding sources between two separate agencies, such as two government entities, a non-profit and a government entity, or a private business and a government entity. Two partners jointly develop park and recreation facilities and share risk, operational costs, responsibilities, and asset management based on the strengths and weaknesses of each partner.

Creating synergy based on expanded program offerings and collaborative efforts can be beneficial to all providers as interest grows and people gravitate to the type of facility and programs that best suit their recreational needs and schedules. Strategic alliance partnerships where missions run parallel and mutually beneficial relationships can be fostered currently include the following at Lamar Beach:

- West Austin Youth Association – Operate and maintain a youth sports complex
- Austin Pets Alive! – Operate and maintain an animal shelter
- YMCA Town Lake Branch – Facility adjacent to property and share parking and land
- Austin High School – Facility adjacent to property and share use for parking, baseball field, rowing center and youth sports complex
- Texas Rowing Center, Inc. – Operate and maintain a rowing center
- The Trail Foundation – Collaborate to get projects approved and then design and build them but do not grant funds. The Trail Foundation has a separate process for prioritizing and funding projects.

PREFERRED ALTERNATIVE

Additional potential partnerships may consist of:

- Medical Center or Hospital
- Boys and Girls Club
- Kiwanis, Breakfast Optimists, VFWs, Elks, Rotary, and other service and civic organizations
- Chamber of Commerce
- Convention and Visitors’ Center
- Homeowner or Neighborhood Associations
- Youth sports associations
- Other counties, neighboring cities, and communities
- Private alternative providers
- Churches

Naming Rights

Many agencies throughout the country have successfully sold the naming rights for newly constructed facilities or when renovating existing buildings. Additionally, newly developed and renovated parks have been successfully funded through the sale of naming rights. Generally, the cost for naming rights offsets the development costs associated with the improvement. People incorrectly assume that selling the naming rights for facilities is reserved for professional stadiums and other high profile team sport venues. This trend has expanded in recent years to include public recreation centers and facilities as viable naming rights sales opportunities.

Naming rights can be a one-time payment or amortized with a fixed payment schedule over a defined period of time. During this time, the sponsor retains the rights to have the park, facility, or amenity named for them. Also during this time, all publications, advertisements, events, and activities could have the sponsoring group’s name as the venue. Naming rights negotiations need to be developed by legal professionals to ensure that the contractual obligation is equitable to all agents and provides remedies to change or cancel the arrangements at any time during the agreement period.

OTHER OPTIONS

Numerous federal and state taxation resources, programs, and grants may be available to park and recreation agencies.

Shared purchasing

The City of Austin participates in a Texas Buyboard contract which is a bulk buying process with its venders. Using this process, the city can save a lot of money on the cost of various purchases. The city sets the top price that it’s willing to pay based on what was paid the last time. Vendors then vie to provide the product or service at a lower cost.

Grants

Grants often supplement or match funds that have already been received. For example, grants can be used for programs, planning, design, seed money, and construction. Due to their generally unpredictable nature, grants are often used to fund a specific venture and should not be viewed as a continuous source of funding. An example of this type of funding would be Texas Parks and Wildlife grants.

VOLUNTEER PROGRAMS

Volunteers/In-Kind Services

This is an indirect revenue source in that persons donate time to assist an agency in providing a product or service on an hourly basis. This reduces the agency’s cost in providing the service, plus it builds advocacy for the system. To manage a volunteer program, an agency typically dedicates a staff member to oversee the program for the entire agency. This staff member could then work closely with Human Resources as volunteers are another source of staffing a program, facility, or event.

Adopt-a-Park/Adopt-a-Trail

Programs such as adopt-a-park may be created with and supported by the residents, businesses, and/or organizations located in the park’s vicinity. These programs allow volunteers to actively assist in improving and maintaining parks, related facilities, and the community in which they live.

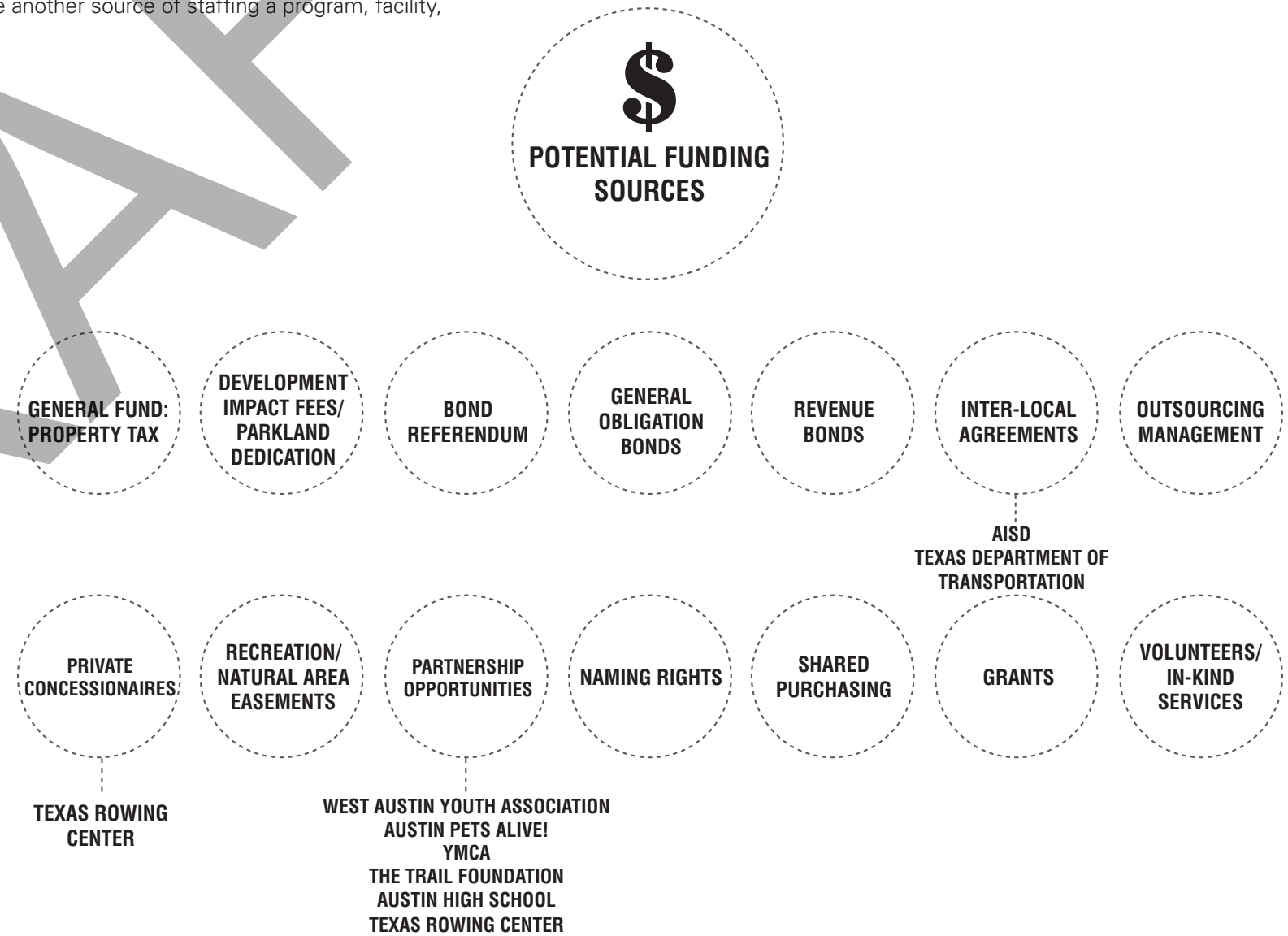


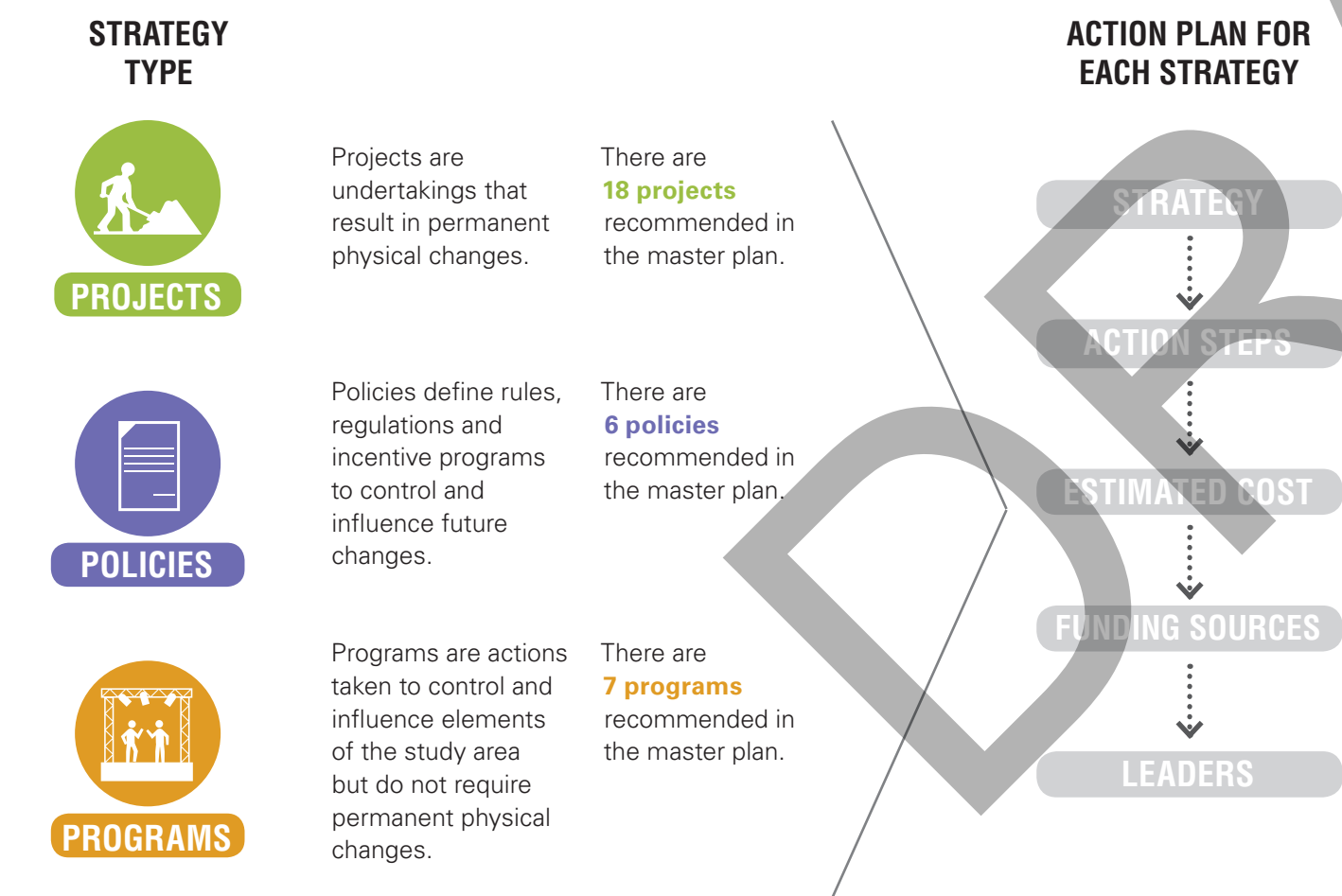
Figure 43: Funding Mechanisms

IMPLEMENTATION STRATEGIES

POLICIES, PROJECTS, AND PROGRAMS

This section provides detailed next steps that Austin Parks and Recreation Department and local leaders can take to implement the preferred alternative. There are a total of 18 projects, 6 policies and 7 programs that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools and capital improvements, they provide the necessary actions that will advance the long-term vision of the master plan.

The following pages present each recommendation in detail. Each strategy includes a list of next steps, estimated costs, potential funding sources and leading entities. The recommendations should guide Austin Parks and Recreation Department and partners in defining programs, setting priorities, allocating finances and assessing achievements. Over time, this part of the master plan should be revisited and updated to ensure that the strategies remain relevant and current as Lamar Beach continues to evolve.



1



CESAR CHAVEZ STREET MINOR IMPROVEMENTS

Cesar Chavez Street currently bisects Lamar Beach creating a barrier between the north and south sides of the park. As Cesar Chavez Street approaches MoPac Expressway it functions as a highway on-ramp where cars approach speeds of 55 - 60 miles per hour. The Lamar Beach Master Plan recommends adding street trees and a sidewalk on the central portion of Cesar Chavez Street to slow traffic and create a gateway into Downtown Austin. The long term vision of the master plan recommends relocating Cesar Chavez Street north and reconstructing the existing Cesar Chavez Street into a smaller park road. It is recommended that the street trees and sidewalk only be installed in the area of Cesar Chavez Street that will eventually be converted into a smaller park road so that no trees have to be removed or relocated in the long term.

ACTION STEPS

- Continue discussions with Texas Department of Transportation and Central Texas Regional Mobility Authority.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$271,957.50 – \$353,544.75**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund
- General Obligation Bonds
- Special Revenue Funds
- Partnerships
- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Transportation Department
- Central Texas Regional Mobility Authority
- Texas Department of Transportation
- Austin Parks Foundation

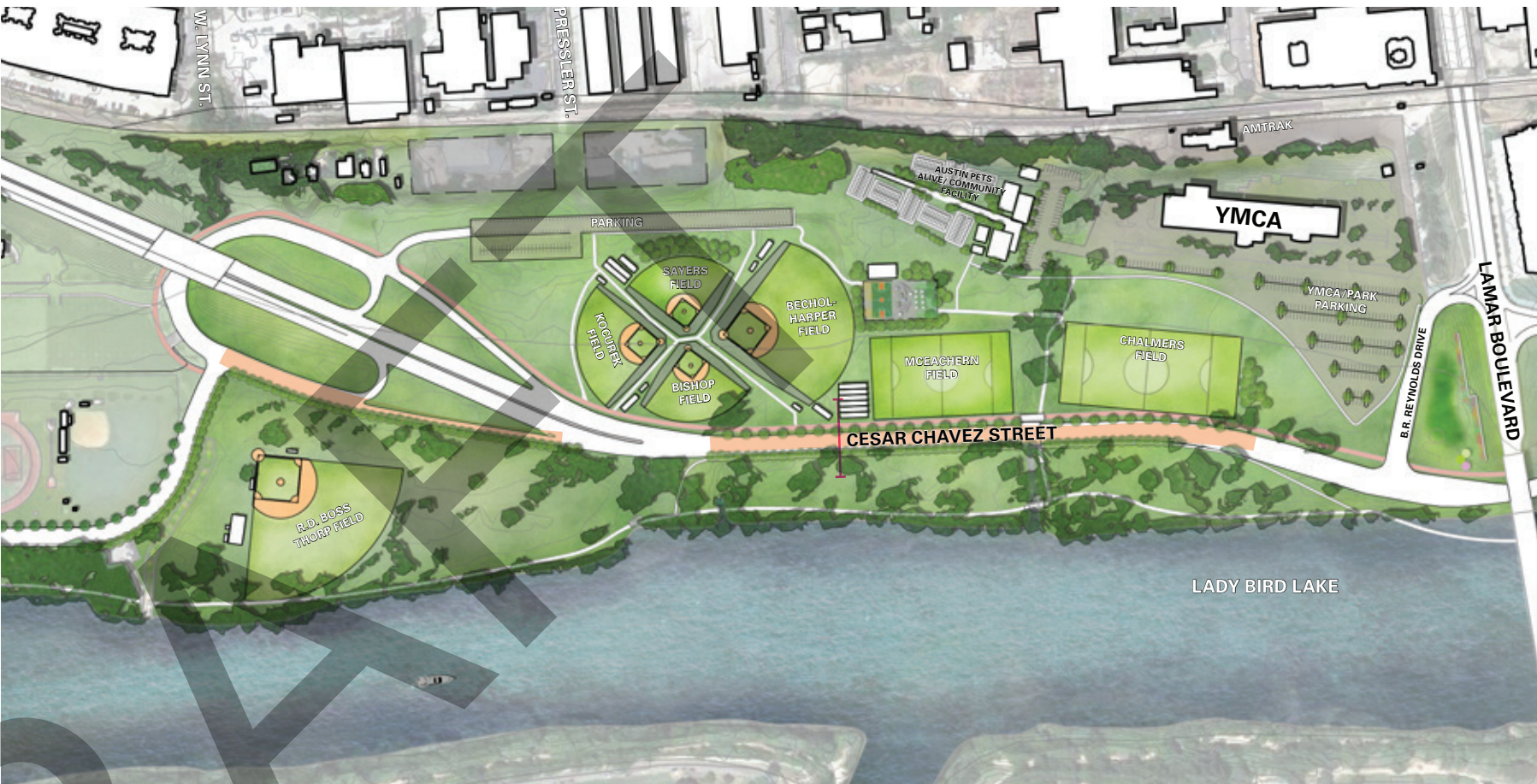


Figure 44: Cesar Chavez Street Minor Improvements

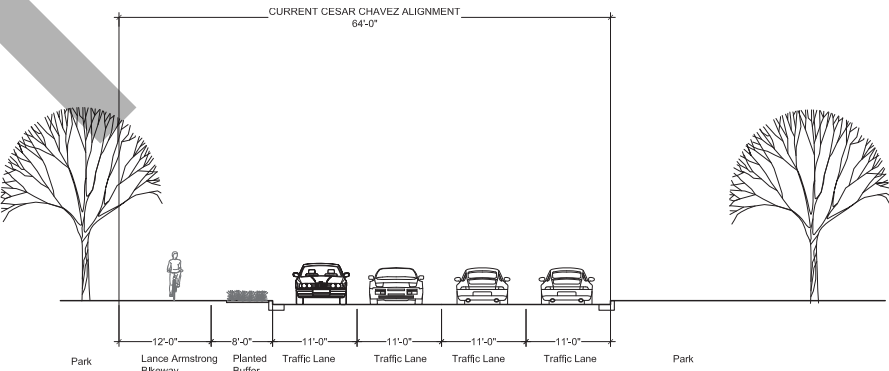
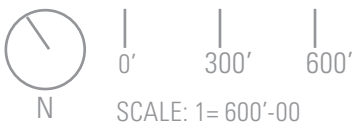


Figure 45: Existing Section

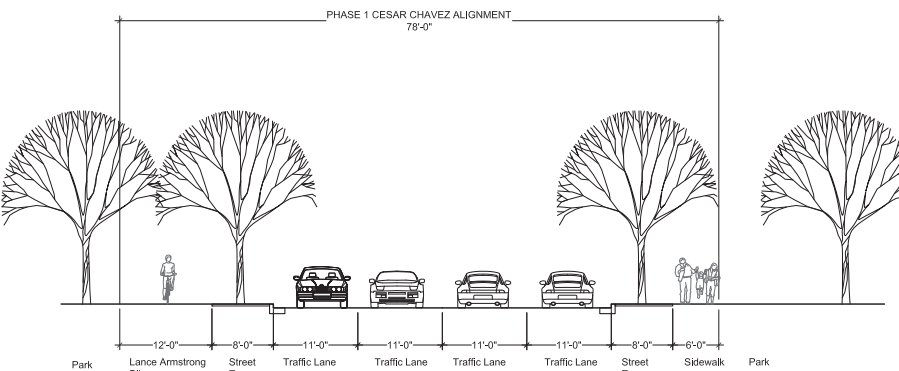


Figure 46: Proposed Section



STEPHEN F. AUSTIN DRIVE IMPROVEMENTS

Stephen F. Austin Drive provides access and parking for visitors coming to Austin High School, Texas Rowing Center and Lady Bird Lake. It currently has a right-of-way of 44 feet with parking on both sides of the street. Stephen F. Austin Drive has an informal path on the north side of the street on Austin High School/AISD property. The south side of the street is heavily wooded and does not have a walking path so pedestrians commonly walk in the street. The master plan recommends reducing the width of the road down to two ten-foot travel lanes and two nine-foot parking lanes. This will free up an additional six feet to create a walking path on the south side of the street. Reducing the pavement width by adding a pedestrian path will make it easier for pedestrians to access the Butler Hike and Bike Trail and the Texas Rowing Center. Additional traffic calming improvements could be explored such as replacing the existing asphalt with pavers to create a shared street that equally prioritizes all modes of transportation. Additional street trees could be planted to the east of the boat ramp parking area in order to provide additional shade for pedestrians.

ACTION STEPS

- Continue discussions with Austin Transportation Department, Austin High School and Austin Independent School District.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$243,931.50 – \$317,110.95**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Inter-local Agreements
- Private Concessionaires
- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Transportation Department
- Austin High School
- AISD
- The Trail Foundation
- Texas Rowing Center

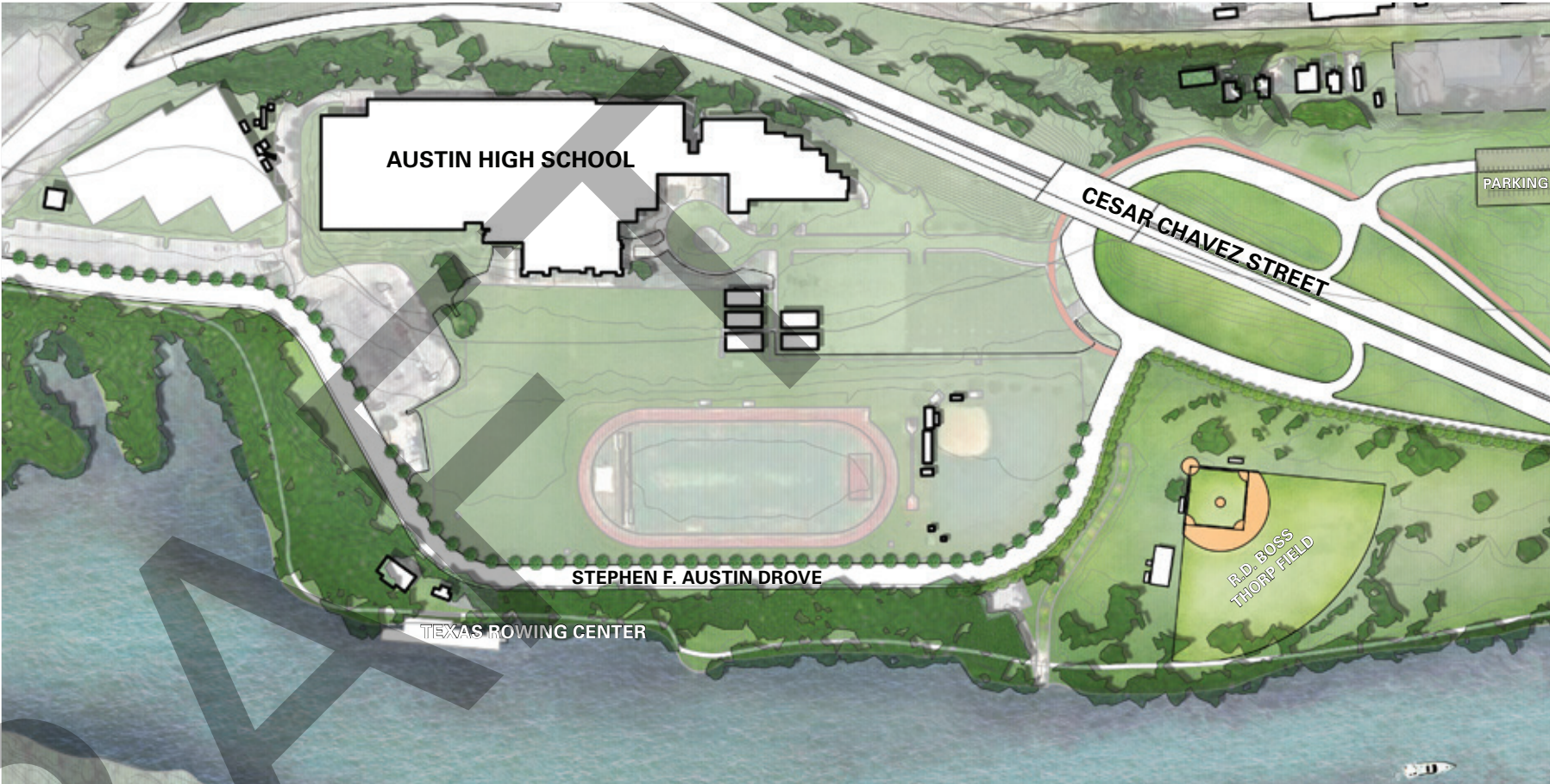


Figure 47: Stephen F. Austin Drive Improvements

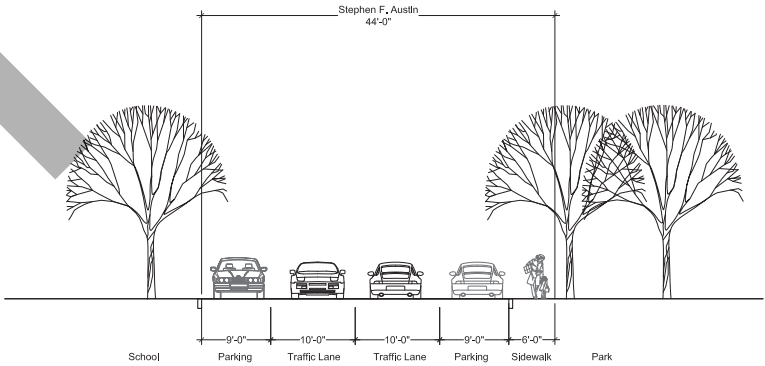
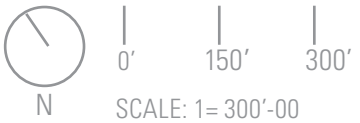


Figure 48: Stephen F. Austin Drive Proposed Section



Removing curbs and creating a level and unified paving pattern across the entire street can equally prioritize all modes of transportation.



BALL FIELD IMPROVEMENTS

The West Austin Youth Association currently maintains Kocurek, Bishop, Sayers, Bechtol Harper, Chalmers, Williams, and McEachern Fields. Buildings include the concession stands, field press box, and other maintenance/storage structures. West Austin Youth Association has the first priority right to use the ball fields (except for Williams Field) and buildings at all times during the season for athletic or youth programs. The City of Austin and Austin High School maintain R. D. Thorp Field located south of Cesar Chavez Street.

West Austin Youth Association is prepared to pay for several improvements to the fields and this plan is intended to provide guidance on the location of the improvements. The reconstruction of the fields can begin immediately and none of the priority use ball fields are contingent on the relocation of Cesar Chavez Street. This plan recommends that the West Austin Youth Association begin with the design and reconstruction of Kocurek, Bishop, Sayers and Bechtol Harper Fields in a wagon-wheel formation on the north west side of the park where the majority of the current fields are located. Improvements can begin immediately to McEachern Field as this field will not be relocated. Chalmers Field will be relocated across Heron Creek where Bechtol Harper is currently located. A pedestrian bridge will be added to provide access between the fields.

The realignment of Cesar Chavez against the bluff could provide five to seven acres of additional park space. This space could be used for additional recreational amenities such as an open play area, tennis courts or an informal ballfield. The R.D. Thorp Field could shift north in order to cluster the ballfields, provide more restoration and neighborhood amenity area opportunity and create a more natural and varied experience along the Butler Hike and Bike Trail.

ACTION STEPS

- Continue discussions with West Austin Youth Association, AISD and Austin High School.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$4,379,821.88 – \$5,693,768.44 Phase One**
\$1,106,181.56 – \$1,438,036.03 Phase Two
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund
- Partnership Opportunities
- Inter-Local Agreements

WHO CAN HELP WITH THE EFFORT?

- West Austin Youth Association
- Austin Parks and Recreation Department
- AISD
- Austin High School

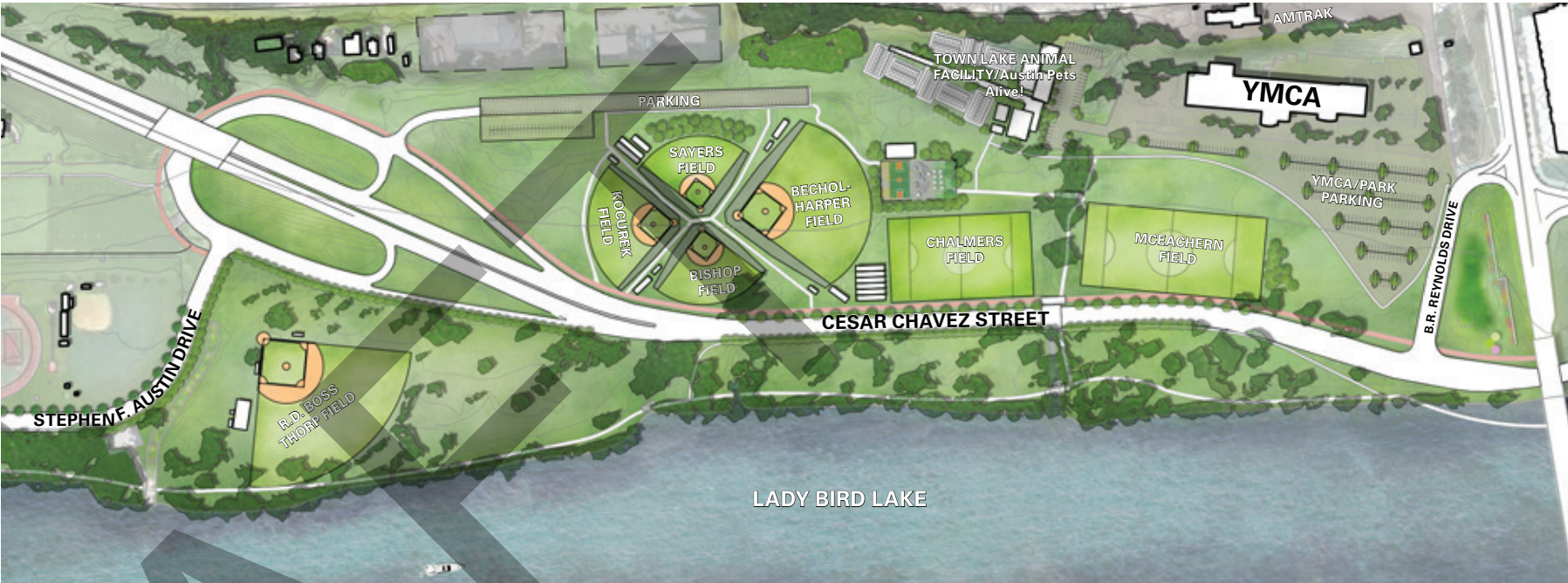
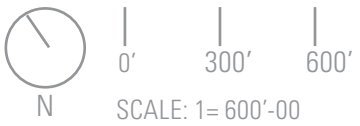


Figure 49: Phase One Field Improvements



Figure 50: Phase Two Field Improvements





WEST PARKING AREA

Currently park visitors entering the west side of Lamar Beach find informal parking on the grass to the north and south of Reserve Road. This area is a logical location for a formalized lot that can provide West Austin Youth Association with adequate parking during scheduled programming. West Austin Youth Association needs 220 parking spaces to satisfy their agreement with the City of Austin. This lot can also provide additional parking for Austin High School and park users. In the first phase, this lot can provide 180 permanent parking spaces. In the second phase, Cesar Chavez Street will be realigned over the parking area and the lot can be expanded to provide an additional 100 parking spaces. In the first phase, a temporary parking area could be built just south of the lot in order to provide West Austin Youth Association with the necessary amount of parking spots.

ACTION STEPS

- Continue discussions with West Austin Youth Association and other parking lot users.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$518,400.00 – \$673,920.00 Phase One**
\$324,000.00 – \$421,200.00 Phase Two
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Partnership Opportunities
- Inter-Local Agreements

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- West Austin Youth Association

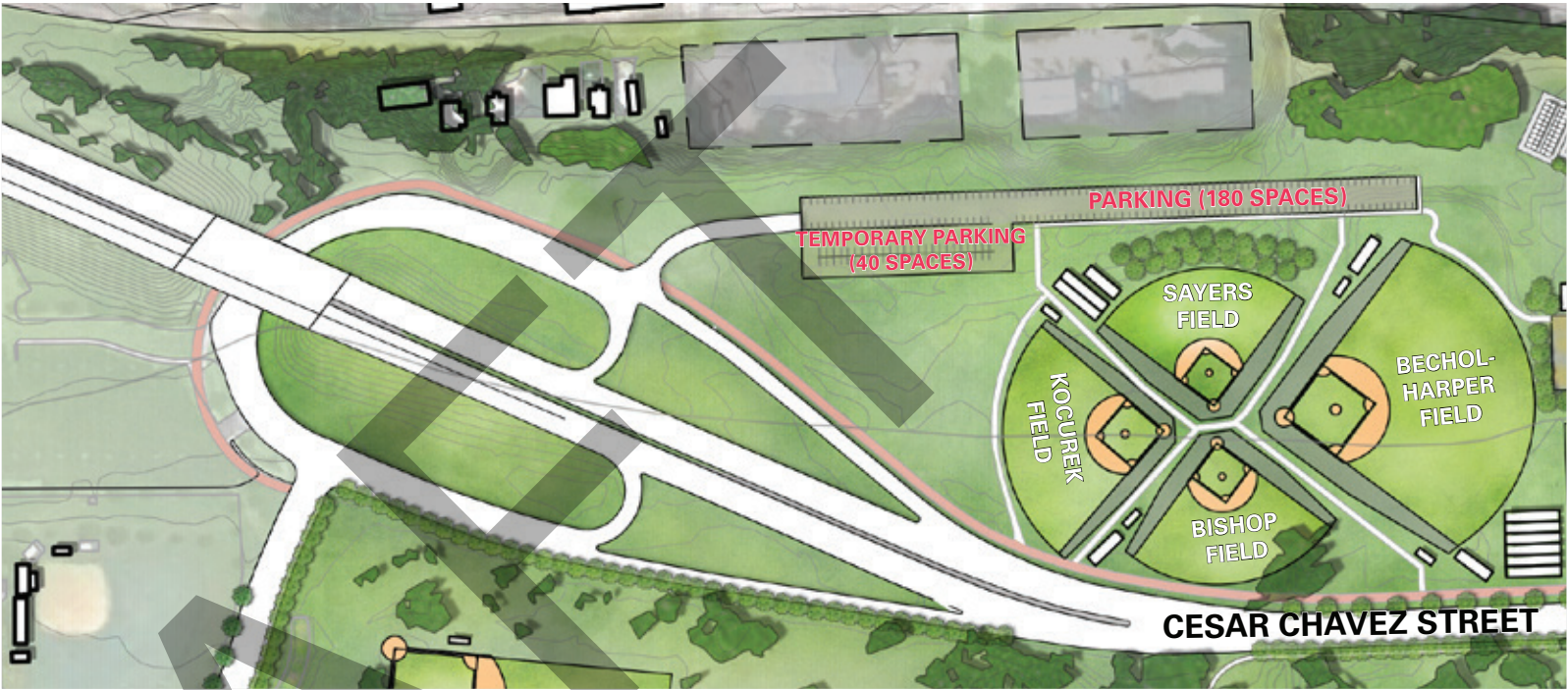


Figure 51: Phase One West Parking Area

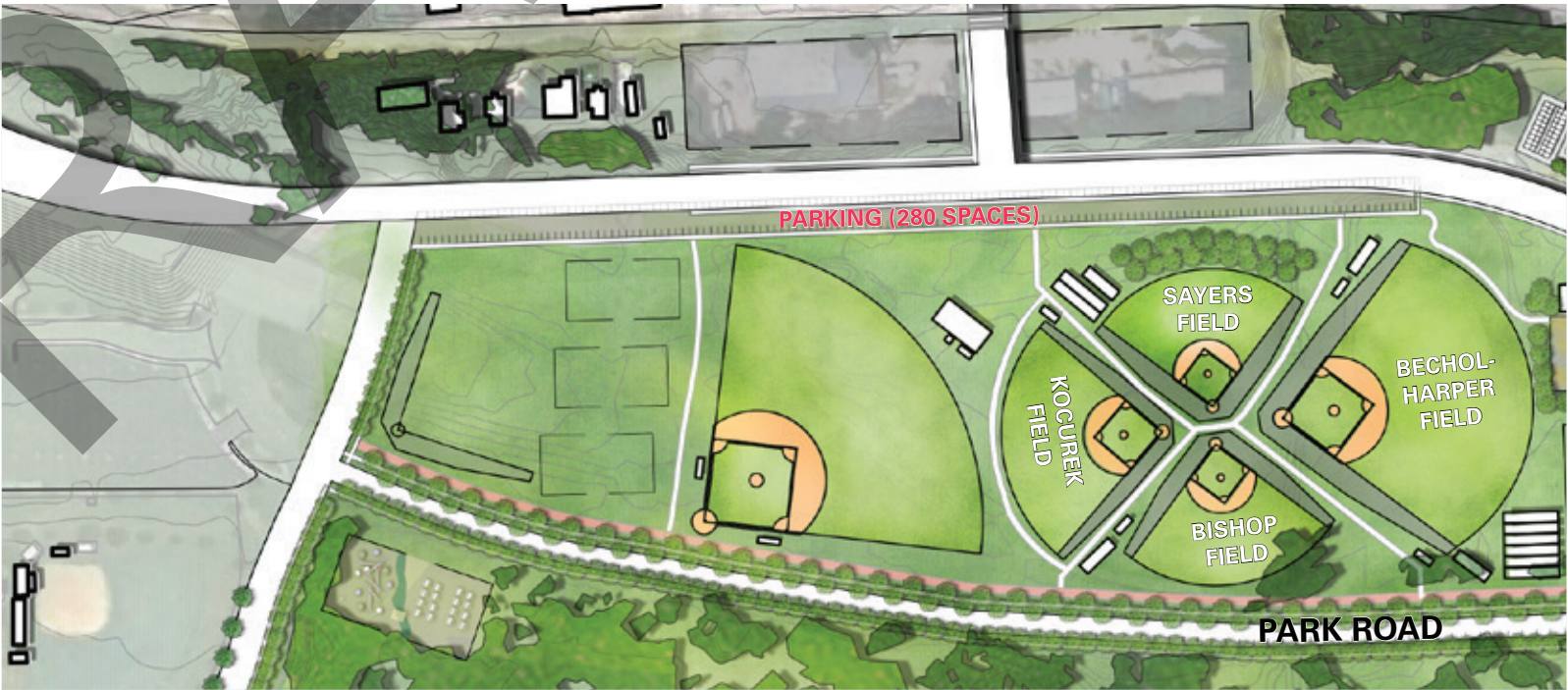


Figure 52: Phase Two West Parking Area



5

NEIGHBORHOOD AMENITY AREAS

As Austin’s downtown population continues to grow, 25,000 residents expected based on the City’s 2011 Downtown Austin Plan, the nearby recreation spaces will be stressed from increasing use. Many of the existing programs on Lamar Beach attract visitors from all around the city, but the park lacks amenities that the immediate neighbors can enjoy such as picnic areas, playgrounds and open lawn space. Stakeholders, particularly the Old West Austin Neighborhood Association, expressed interest in increasing the neighborhood amenities at Lamar Beach. At the Vision Workshop, participants also overwhelmingly agreed that Lamar Beach was a local, not a regional, park.

The master plan proposes two neighborhood amenity areas. The exact design and programming of these areas should be further explored with input from the community but could include amenities such as restrooms, playgrounds, picnic areas and open lawns. The first neighborhood amenity area can occur in phase one, and can be located directly adjacent to the West Austin Youth Association concessions. This neighborhood amenity area could potentially have more active uses such as restrooms, a playground or a covered basketball court. This area could potentially be built and maintained by the West Austin Youth Association but open for public use. The second neighborhood amenity area would occur in phase two, once Cesar Chavez Street is realigned against the bluff. The R.D. Thorp Field could shift north in order to cluster the ballfields and provide more space for restoration and a neighborhood amenity area. This amenity area could offer more passive programming such as picnic areas and nature play opportunities.

ACTION STEPS

- Continue discussions with West Austin Youth Association, The Trail Foundation and Old West Austin Neighborhood Association
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$234,630.00 – \$305,019.00 Phase One**
\$163,755.00 – \$212,881.50 Phase Two
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- West Austin Youth Association
- The Trail Foundation
- Old West Austin Neighborhood Association



A playground with shade trees and seating area would provide a place for children and families to play at Lamar Beach.



6

FLUME AND BOAT RAMP IMPROVEMENTS

The flume located on the east side of Stephen F. Austin Drive is the outfall from a box culvert that comes from the north side of Cesar Chavez Street. As it approaches Lady Bird Lake, it merges with the concrete boat ramp and drains directly into the waterbody. The Lamar Beach Master Plan recommends that a significant portion of the flume be converted to a bioswale in order to clean the stormwater before it enters Lady Bird Lake, and reduce impervious cover within the park. The bioswale could start upstream from where the ramp ties in, leaving the last part of concrete swale intact to prevent erosion. Further analysis of the bioswale would need to ensure that the design of the bioswale accounts for the flow rate and velocities of the water. At the bottom of the flume, conflicts arise between boats and trail users where the trail bisects the boat ramp. Creating more awareness of this crossing is essential to improve safety. Recommendations include:

1. Provide custom paving or striping along the boat ramp where the trail crosses through. This will section off the path and let trail users know where it is safe to cross. Creating a unique paving pattern will also alert boat ramp users to minimize using this portion of the boat ramp. This could be an opportunity for a unique piece of public art.
2. Provide signage along the trail to alert visitors of the upcoming crossing. This is particularly critical on the portion of the trail just east of the boat ramp because bikers and runners can pick up speed due to the downhill slope in the trail.
3. Trim back trees as necessary to maintain views between the trail users and the boat ramp users.

ACTION STEPS

- Continue discussions with the Department of Public Works.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$204,525.00 – \$265,882.50**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Public Works Department

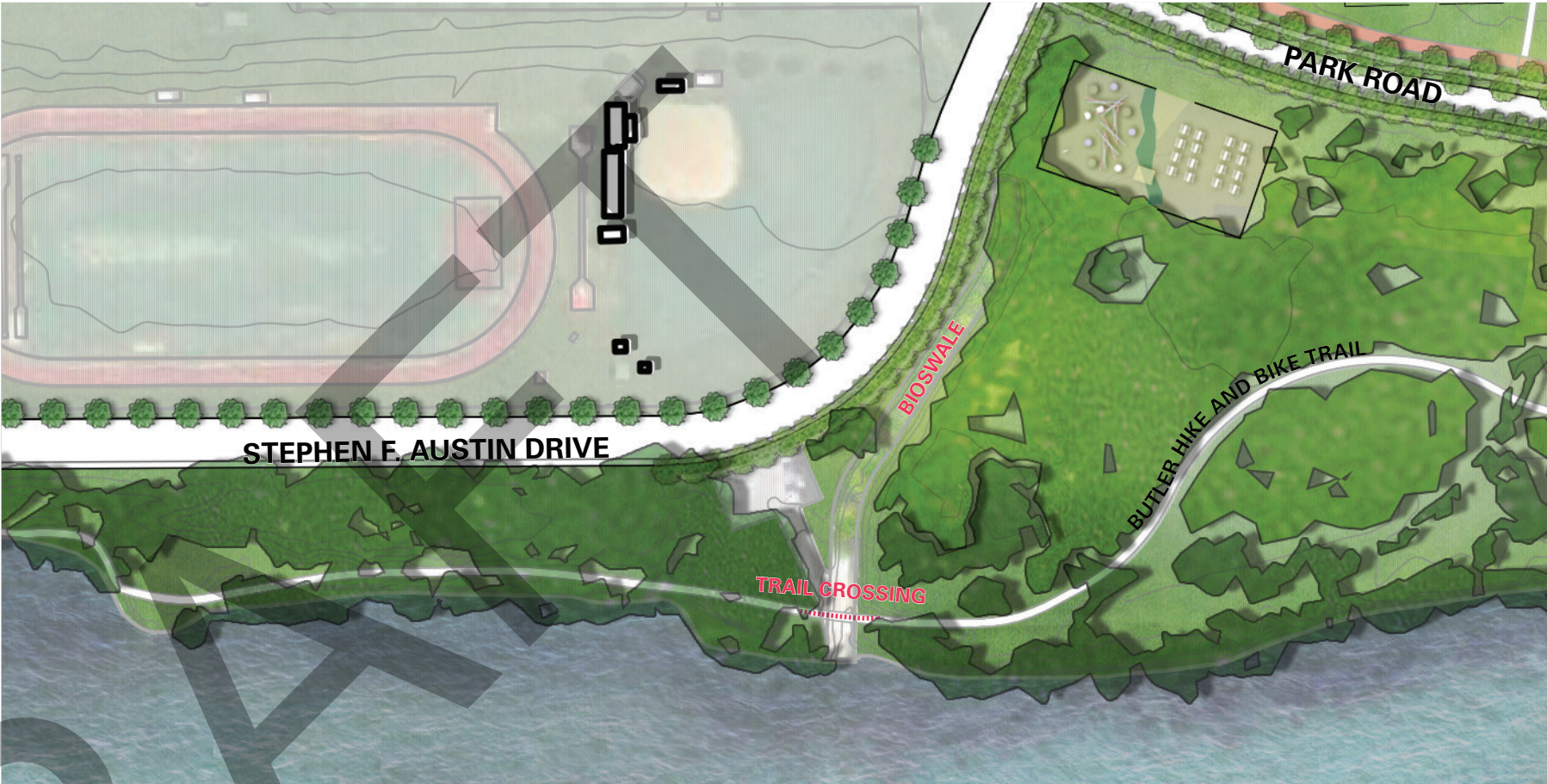


Figure 53: Diagram of Boat Ramp and Flume Improvements



7

BUTLER HIKE AND BIKE TRAIL IMPROVEMENTS

The 2015 Butler Hike and Bike Trail and Lady Bird Lake Urban Forest and Natural Area Management Guidelines provide a set of land management tasks for the part of the trail that goes through Lamar Beach. Some of the key recommendations for this area include:

- Move sections of the trail away from the shore to create more interesting trail, reduce granite deposition onto the sensitive shoreline area, and allow for a wider riparian zone.
- Convert areas recommended for savanna restoration to wildflower meadow management to begin transition towards savanna.
- Expand woodland throughout the area.
- Stabilize the trail and eliminate crushed granite deposit off-trail.
- Remove invasive species such as Chinaberry to reduce potential infestation in newly restored areas.

The Lamar Beach Master Plan recommends the R.D. Thorp Field shift north in order to cluster the ballfields, provide more restoration and create a more natural and varied experience along the Butler Hike and Bike Trail. Moving the field creates an opportunity to shift the trail away from the shoreline and reduce granite deposition. Additional recommendations for the trail include:

- Widen the Butler Hike and Bike Trail Bridge that crosses over Heron Creek to a minimum of 15 feet wide.
- Widen the two bridges over the two drainage channels to a minimum of 15 feet each.
- Relocate the steel drainage grates and stone culvert inlets that are currently located within the Butler Hike and Bike Trail trailhead.

ACTION STEPS

- Continue discussions with The Trail Foundation.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$924,750.00 – \$1,202,175.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- The Trail Foundation



The bridges on the Butler Hike and Bike Trail should be expanded to 15 feet wide in order to accommodate the existing traffic of pedestrians and bicyclists.



HERON CREEK AND PARK TRAIL IMPROVEMENTS

Heron Creek is a small tributary that feeds into Lady Bird Lake located just west of the YMCA. The Heron Creek Trail is a small informal trail located just west of the creek that connects the Butler Hike and Bike Trail with a pedestrian tunnel underneath Cesar Chavez Street to the north side of Lamar Beach.

Small improvements can be made to the Heron Creek Trail to increase connectivity through the park and improve the pedestrian experience. Recommendations include:

- Extend Heron Creek Trail further north to reach the west end of the YMCA parking lot.
- Create a formal connection from Heron Creek Trail to the Lance Armstrong Bikeway (LAB).
- Widen and improve Heron Creek Trail connection to Butler Hike and Bike Trail and the segment located under Cesar Chavez Street.

In addition to improvements to the Heron Creek Trail, formal pedestrian paths on the north side of the park will increase connectivity to destinations and prevent soil compaction.

ACTION STEPS

- Continue discussions with The Trail Foundation and the Department of Public Works.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$222,480.00 – \$289,224.00**
- This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- The Trail Foundation
- Austin Parks and Recreation Department
- Austin Parks Foundation
- Austin Department of Public Works



Heron Creek is a beautiful natural drianageway that could be enhanced with a pedestrian trail that connects the LAB to the Butler Hike and Bike Trail.

9



SOUTH PARKING AREA

The Parkland Improvement Agreement between the YMCA and the City provides YMCA with 80 parking spots on City property in exchange for improving and maintaining the land on and around the 80 spots. During the planning process, the YMCA expressed an interest exploring additional opportunities to modify the agreement with the City and YMCA for use of the others’ property. The YMCA owns a small parcel of land to the west of the park and has expressed interest in expanding its parking capacity. The master plan proposes relocating an animal service facility on the small YMCA owned parcel west of Heron Creek. The plan proposes modifying the agreement with YMCA for a southern expansion of the parking area, in exchange for the use of the parcel west of Heron Creek. This parking area would include 210 spaces, and would provide parking for the park, YMCA and a future animal services facility. Within these 210 spots, the proposed animal services facility would need 43 reserved parking spaces. This parking area could begin construction during phase one, and would not need to wait until Cesar Chavez Street is relocated.

ACTION STEPS

- Continue discussions with YMCA, Austin Pets Alive! and Austin Animal Services.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$1,525,500.00 – \$1,983,150.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- YMCA
- Austin Pets Alive!
- Austin Animal Services



Figure 54: *Diagram of shared use areas*

- YMCA parcel
- Shared use parking area



TOWN LAKE ANIMAL FACILITY / AUSTIN PETS ALIVE!

In 2014 Austin Pets Alive! was granted a lease extension to utilize the City of Austin Animal Services Town Lake Animal Facility located on Lamar Beach for a period of five years, an agreement that expires in 2020. Due to the layout of the building, parking and existing kennels, this area takes up about 3.4 acres of the park in its current configuration. Many stakeholders expressed interest in keeping an animal adoption facility on Lamar Beach, but stakeholders also pointed out that this facility is not a traditional park use. Throughout the master plan process, the design team explored ideas about how the facility could be redesigned to maximize efficiency, improve the quality of the space and provide additional community benefits.

Should it be determined that an animal adoption facility remain on the site, it is recommended that the facility be built north of the current site. This acreage is split between the parcel of land just east of YMCA and the northern portion of the existing animal adoption facility. A new bridge from the YMCA parking lot over Heron Creek will provide vehicular access to the site.

During the master plan process, the architectural design firm Studio 8, worked with Austin Pets Alive! to develop ideas for a new facility. A comparison of the proposed facility and Austin Pets Alive!’s existing program can be found in Appendix 7. The new site would provide less parking, but a shared parking arrangement between Austin Parks and Recreation Department, YMCA, and Austin Pets Alive! could ensure that additional parking spaces would be provided in other areas throughout the park.

ACTION STEPS

- Continue discussions with Austin Pets Alive!, City of Austin Animal Services and YMCA.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$18,900,000.00 – \$24,570,000.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- Donations
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Pets Alive!
- Austin Parks and Recreation Department
- Austin Animal Services

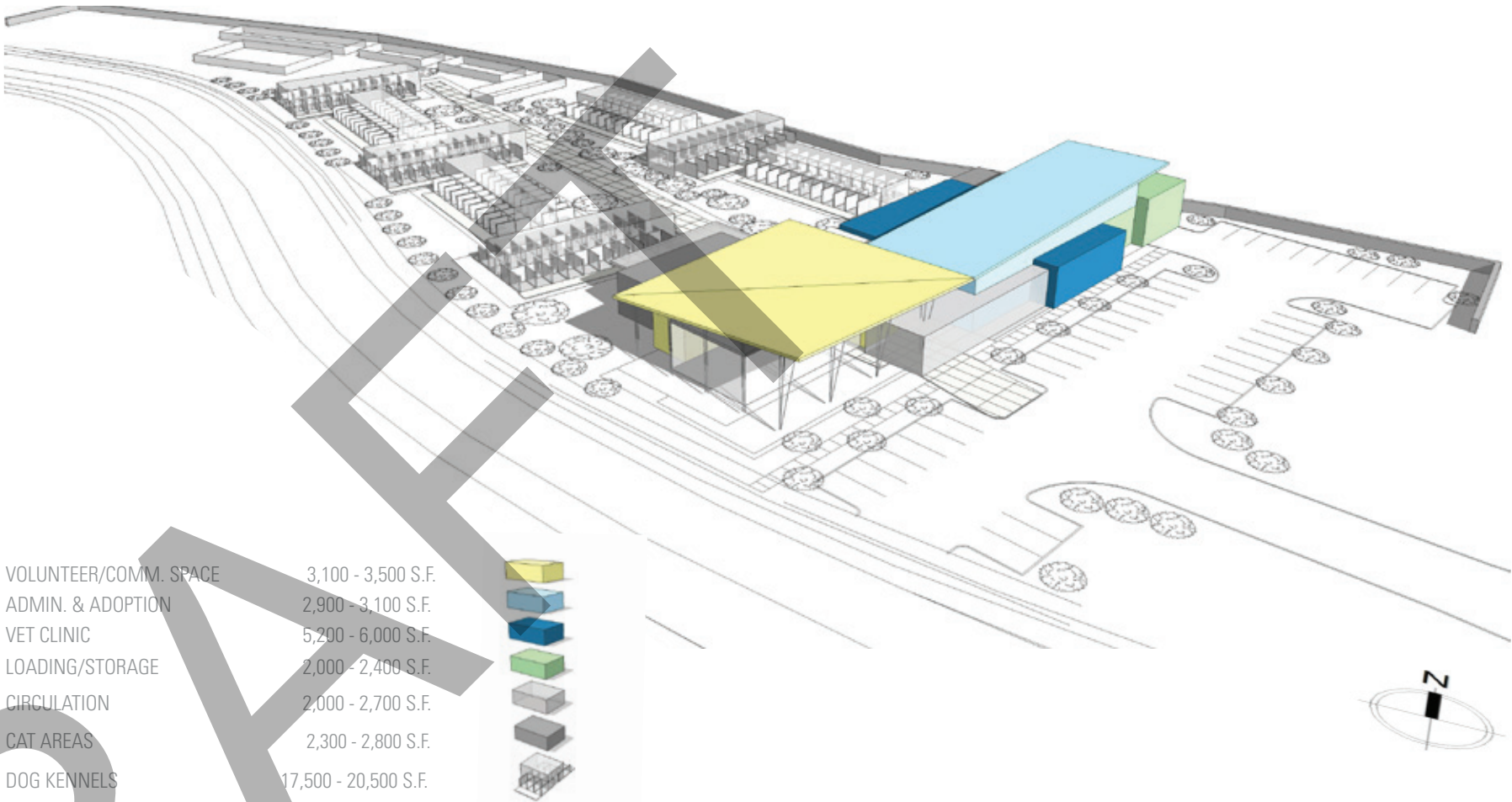


Figure 55: Town Lake Animal Facility / Austin Pets Alive! Concept Rendering



CESAR CHAVEZ STREET REALIGNMENT

Throughout the planning process, stakeholders emphasized that Lamar Beach should be safe and accessible. Cesar Chavez Street bisecting the park with traffic and high speeds negatively impacts the enjoyment and safety for Lamar Beach and Austin High School users. The complexity and size of the ramps onto MoPac Expressway create confusion for drivers, Austin High School visitors and park users. Cesar Chavez Street is also separated from the downtown grid which limits the number of ways to access Cesar Chavez Street from downtown. The Lamar Beach Master Plan recommends relocating Cesar Chavez Street north at the top of the bluff adjacent to the railroad. Shifting Cesar Chavez Street north removes the road from the park and provides an additional connection to downtown at a potential Pressler Street extension. The buses that will be encouraged to use the MoPac Expressway express lanes will be able to access downtown via Pressler Street and this will increase transit capacity. Austin High School and park users would access Cesar Chavez Street through a slow and safe park road that provides plenty of parking and drop off areas. In this recommendation, Cesar Chavez Street is only elevated through a portion of the park and then returns to its current alignment and crosses underneath Lamar Boulevard. An analysis was conducted to determine the delay for drivers if Cesar Chavez Street and Lamar Boulevard were to meet at an at-grade intersection (see Appendix 8) and it was determined that the delay to drivers could be up to seven minutes which was not desired by stakeholders.

ACTION STEPS

- Continue discussions with Texas Department of Transportation , Central Texas Regional Mobility Authority and Austin Transportation Department.
- Perform a detailed engineering study to determine feasibility of realignment.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$27,064,125.00 – \$37,341,675.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

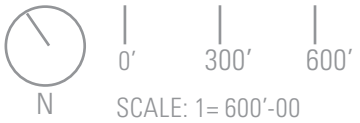
- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Central Texas Regional Mobility Authority
- Texas Department of Transportation
- Austin Parks and Recreation Department



Figure 56: Cesar Chavez Street Realignment



An elevated roadway can separate park users from high speed traffic.

Image Source: Hargreaves Associates



CESAR CHAVEZ STREET AND B. R. REYNOLDS DRIVE INTERSECTION

The intersection of B. R. Reynolds Drive and Cesar Chavez Street has existing pedestrian and vehicular conflicts due to the high pedestrian and bicycle volume from the Butler Hike and Bike Trail, Lance Armstrong Bikeway, park users, YMCA users and the high volume of traffic using Cesar Chavez Street to access Lamar Boulevard and MoPac Expressway. The Butler Hike and Bike Trail narrows underneath the Lamar Boulevard bridge and pushes pedestrians on the trail close to the road creating unsafe conditions. The master plan recommends realigning Cesar Chavez Street and B. R. Reynolds as a four-way intersection. This new intersection is shifted north slightly to reduce conflicts with the Butler Hike and Bike Trail. The slight curves on Cesar Chavez Street and B. R. Reynolds Drive will help to slow traffic, and a four way intersection will provide more pedestrian crossing options. B. R. Reynolds Drive will extend southwest into the park to provide easy access to Austin High School and park amenities. The addition of the fourth approach as well as pedestrian crosswalks with dedicated pedestrian timing will decrease the amount of time per cycle for the Cesar Chavez vehicle throughput. This will create additional vehicular delay and slow speeds throughout the system but increase mobility and access into the park. This intersection will also be a significant gateway opportunity into downtown Austin.

ACTION STEPS

- Continue discussions with Austin Transportation Department.
- Realign Cesar Chavez Street.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$337,500.00 – \$438,750.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Austin Parks and Recreation Department



Figure 57: Cesar Chavez Street and B. R. Reynold Intersection





LAMAR BRIDGE UNDERPASS INTERSECTION IMPROVEMENTS

In the preferred alignment northbound access to Lamar Boulevard from Cesar Chavez Street is enhanced with left-turns enabled at a modified intersection at Sandra Muraida Way incorporating a 250 ft eastbound turn lane. Due to the low clearance of the existing Lamar Bridge, the portion of Cesar Chavez Street that runs underneath the bridge will need to be reconstructed at a lower grade. This project will include road reconstruction, traffic signal adjustments, retaining walls and a drainage sump pump station.

If the City of Austin ever considers reconstructing Lamar Bridge due to future capacity challenges in the transportation network, the Lamar Beach Master Plan recommends that the City of Austin consider an at-grade intersection at Cesar Chavez Street and Lamar Boulevard, as shown in *Figure 59: Separated Systems Illustrative Plan presented January 2016*. An at grade intersection at Lamar Boulevard and Cesar Chavez would reclaim additional parkland for placemaking opportunities, and create a safer intersection for pedestrians, bicyclists and drivers.

ACTION STEPS

- Continue discussions with Austin Transportation Department.
- Perform a detailed engineering study to determine feasibility of realignment.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$2,646,000.00 – \$3,704,400.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Austin Parks and Recreation Department



Figure 58: Cesar Chavez Street and B. R. Reynold Intersection

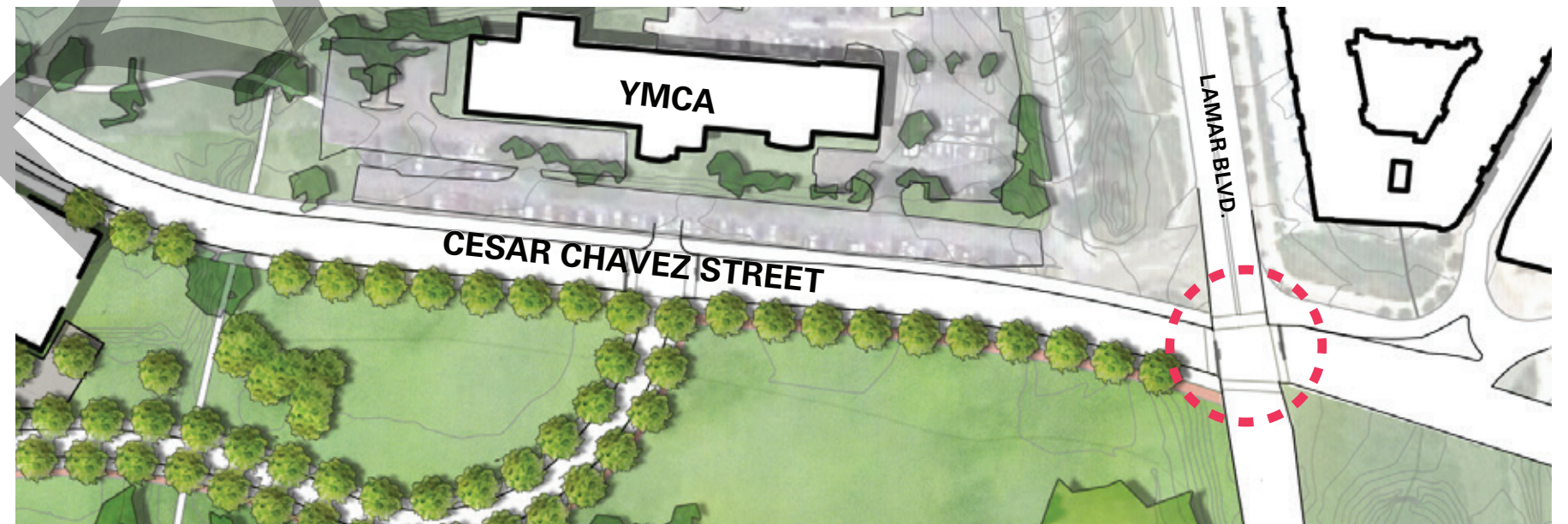


Figure 59: Separated Systems Illustrative Plan presented January 2016



LAMAR BOARDWALK

This concept, developed in the 2008 Trail at Lady Bird Lake Vision Plan, addresses a major choke point of the Trail, a section under the Lamar Boulevard Bridge where trail users are exposed to heavy traffic on Cesar Chavez Street and fast-moving cars. In addition to its hazards, this section of the trail is barren, prone to flooding and loses the sense of retreat from the urban hustle and bustle that makes the trail so enjoyable. To address these issues, this concept extends the trail onto the lake with a mini-boardwalk.

The concept uses land, water and the bridge structure itself to serve as a traffic barrier. The trail’s existing path could be returned to a more natural state and re-planted with native plants. The wide boardwalk would accommodate the heavy traffic of runners, bikers and walkers in this section. It features two lounging loops that provide a place to fish, rest and enjoy the lake. This mini-boardwalk concept fits in well with the trail at both points of connection: with the Pfluger Bridge on the east side and at the traffic signal on Cesar Chavez Street at B. R. Reynolds Drive on the west side.

ACTION STEPS

- Continue discussions with The Trail Foundation.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$2,430,000.00 – \$3,159,000.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- The Trail Foundation
- Austin Parks and Recreation Department



The Lamar Boardwalk would increase safety for trail users and offer unique views of the lake.

Image Source: RVI Planning



PRESSLER STREET EXTENSION AND PEDESTRIAN CONNECTION

When Cesar Chavez Street is realigned against the bluff, Pressler Street can tie directly into Cesar Chavez Street at a three-way, signalized intersection. This will allow direct access from the neighborhoods north of the park to Cesar Chavez Street. Any future development at the corner of Pressler Street and Cesar Chavez Street would be encouraged to provide sidewalks and street frontage directly onto future Cesar Chavez Street. A signalized crosswalk would be provided to pedestrians entering the park along Pressler Street. Once pedestrians cross to the south side of Cesar Chavez Street, an ADA accessible ramp would be provided for pedestrians to access the park. Bus stops would be located on both sides of the street. In addition, Austin Parks and Recreation Department will continue to request that any potential future development just north of the property line to provide a public pedestrian access to the park. The pedestrian connection provided by future development would not need to wait until Cesar Chavez is relocated.

ACTION STEPS

- Continue discussions with Austin Transportation Department and property owners.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Realign Cesar Chavez Street.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$992,250.00 – \$1,289,925.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Austin Parks and Recreation Department

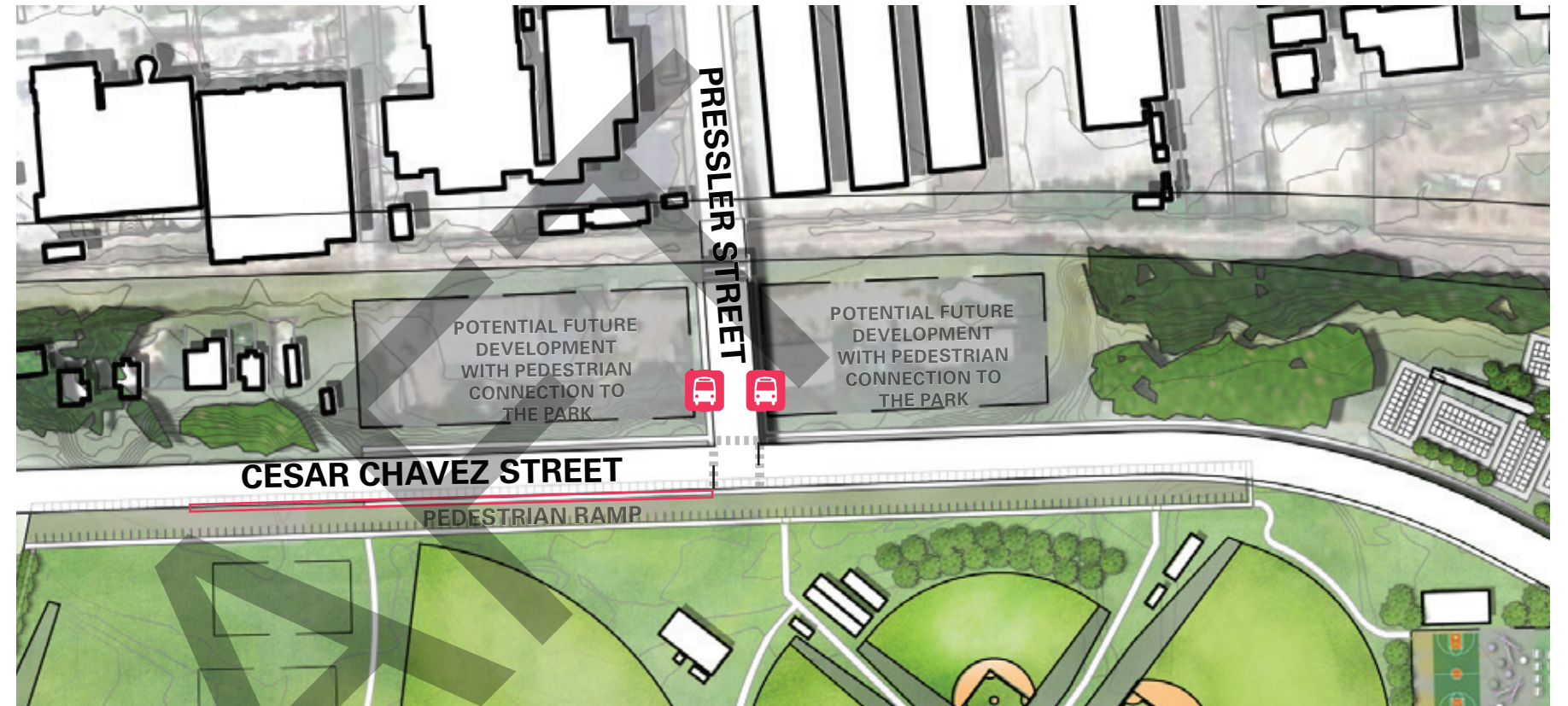


Figure 60: Pressler Street Extension



SOUTH PARK ROAD / CESAR CHAVEZ STREET DIET

Once Cesar Chavez Street is realigned, a park road will extend southwest of the B. R. Reynolds Drive and Cesar Chavez Street intersection and connect to Stephen F. Austin Drive to provide a safe access to Austin High School, West Austin Youth Association parking and additional park amenities. This extension will primarily be located along the existing alignment of Cesar Chavez Street but the right of way will be reduced to slow traffic and create a safe environment for pedestrians. This road will have one travel lane in each direction, sidewalks, street trees and parking on one side. Initial traffic analysis indicates that separate turn lanes would be needed on the park road to accommodate the movements from Cesar Chavez Street. The roadway configuration from the park road would include a separate left and right turn lane.

ACTION STEPS

- Continue discussions with Austin Transportation Department.
- Realign Cesar Chavez Street.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$455,625.00 – \$592,312.50**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Austin Parks and Recreation Department



Figure 61: South Park Road / Cesar Chavez Street Diet

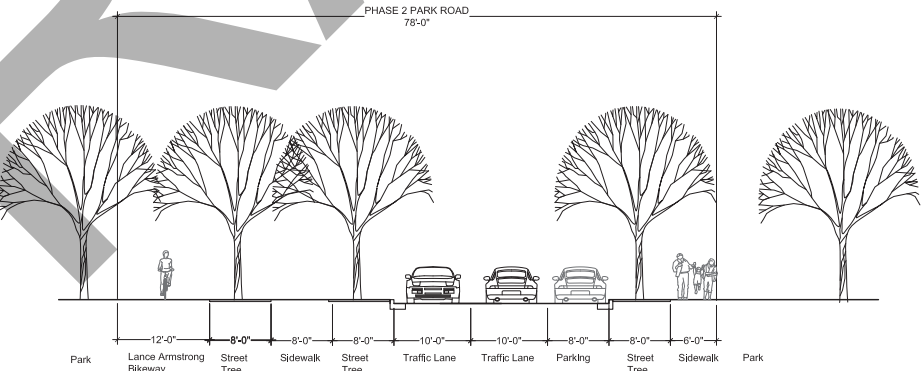


Figure 62: South Park Road / Cesar Chavez Street Road Diet Section



SAVANNA RESTORATION

The 2015 Butler Hike and Bike Trail and Lady Bird Lake Urban Forest and Natural Area Management Guidelines provide a set of land management tasks for the part of the trail that goes through Lamar Beach. The Guidelines recommend to restore savanna area under Mesquite grove southwest of the Austin High baseball field. Putting Cesar Chavez Street on a road diet and removing the grade separated access ramps presents an opportunity to relocate R. D. Thorp Field north in order to cluster the ballfields, provide more restoration opportunity and create a more natural and varied experience along the Butler Hike and Bike Trail.

Restoring native savanna is challenging in general and will be particularly challenging in the study area due to an entrenched carpet of Bermuda grass and other urban influences. In the short-term, it is recommended that areas recommended for savanna restoration move towards the wildflower meadow practices already in place for parts of the study area that reduce overall mowing. A mix of Texas wildflowers can transform the current lawns into beautiful spring wildflower displays—pleasing to trail users and beneficial for native bees, butterflies, and other pollinators. The long-term restoration of savanna plant communities and the near term increase in wildflower and savanna species will increase the diversity of plants and animals found within the study area and protect a plant community currently unprotected in Travis County.

ACTION STEPS

- Continue discussions with The Trail Foundation.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$1,080,000.00 – \$1,404,000.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- The Trail Foundation



The area north of the Butler Hike and Bike Trail could be planted with a mix of Texas wildflowers to transform the current lawns into beautiful spring wildflower displays.



GATEWAY AND WATER QUALITY FEATURES

Cesar Chavez Street is a significant gateway into downtown Austin. Strong gateway elements such as unique pieces of public art can dramatically affect the impression people have of the quality of a community, ultimately affecting their desire to come back for a second visit or to stay. A gateway can also help to calm traffic because it signifies to visitors that they have arrived in the city and must slow down to city speeds. In addition, this area could be enhanced with a water quality features that would enhance the landscape and filter and clean stormwater.

The City of Austin Downtown Wayfinding Master Plan should be expanded to include the portion of Cesar Chavez Street that goes through Lamar Beach. Cesar Chavez Street should have signature gateway signage, works of art or landscaping. In addition, directional signs should be located at key decision points for vehicles and pedestrians to find parking locations and key destinations.

ACTION STEPS

- Continue discussions with Austin Planning and Zoning, Texas Department of Transportation , Austin Transportation Department and Austin Art in Public Places (Austin Art in Public Places).
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **\$1,080,000.00 – \$1,404,000.00**
This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Art in Public Places
- Austin Planning and Zoning
- Austin Watershed Protection
- Austin Parks and Recreation Department
- Austin Transportation Department
- Texas Department of Transportation

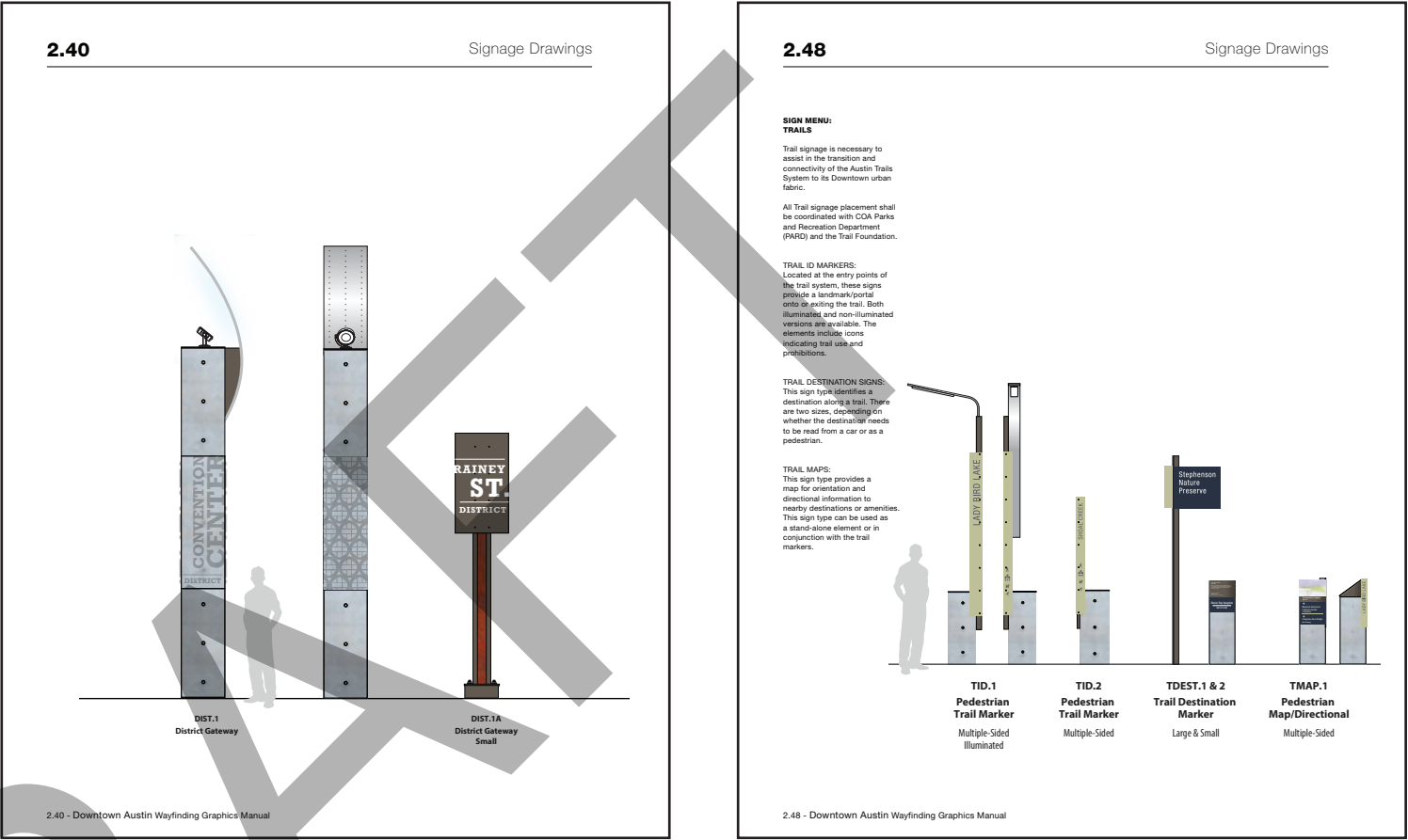


Figure 63: Signage Drawings from the Downtown Austin Wayfinding Graphics Manual



DESIGN GUIDELINES

The existing structures in Lamar Beach are mismatched and many are in poor condition. There is also an abundance of outside storage and fencing that gives off the impression that the park is undercared for and unwelcoming. One of the goals of the master plan is to solidify the identity of Lamar Beach. Throughout the process, stakeholders weighed in on the style of architecture, park programming, streetscapes and public art. Refer to page 48 to view some of the results from the identity exercises. To achieve the desired vision, Austin Parks and Recreation Department will need to provide clear guidance on the architectural specifications for the streetscapes, site design, fencing, outside storage and building façades. These standards should include specifications for both private and public infrastructure in order to achieve the desired character.

ACTION STEPS

- Continue discussions with park operators and partners such as West Austin Youth Association, The Trail Foundation, Texas Rowing Center, Town Lake Animal Center /Austin Pets Alive!.
- Create design guidelines for Lamar Beach.

HOW MUCH WILL THIS COST?

- **Approximately \$25,000**

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- The Trail Foundation
- Texas Rowing Center
- West Austin Youth Association
- Austin Pets Alive!



Stakeholders identified imagery that fit the character of Lamar Beach. Design Guidelines would ensure that the park design embodies the vision of the community.

DRAFT



CHANGE OF USE FOR NON PARK USES

The purpose of the Austin Parks and Recreation Department is to provide, protect and preserve a park system that promotes quality recreational, cultural and outdoor experiences for the Austin community. While parks provide a range of uses, it is important that those uses are compatible with the mission of the Austin Parks and Recreation Department to ensure that programs can be adequately serviced and that budget and resources are allocated correctly. The Town Lake Animal Center is a not a traditional park use. While the City Council of Austin recommended that an animal adoption facility remain at Lamar Beach, this master plan recommends designating a change of use from park land to animal services for the section of the park that is to remain an animal adoption facility. This would eliminate any potential precedent for non-park uses in parks.

ACTION STEPS

- Continue discussions with Austin Animal Services, Austin Pets Alive! and City Council.
- Confirm area of land to be recommended for a change of use.
- Present change of use request to City Council.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Animal Services



Figure 64: *Change of Use Boundary*
Area of Park to be designated a Change of Use to Animal Services



INVESTIGATE LADY BIRD LAKE CULTURAL DISTRICT DESIGNATION

Lady Bird Lake is a major recreation area for the City of Austin and it is surrounded by significant cultural amenities such as the Long Center for the Performing Arts, Zach Theatre, Dougherty Arts Center, Auditorium Shores, City Hall and many others. It is a cultural district with a unique and authentic identity. As authorized by H.B. 2208 of the 79th Legislature, the Texas Commission on the Arts (TCA) can designate cultural districts in cities across Texas. Cultural districts are special zones that harness the power of cultural resources to stimulate economic development and community revitalization. These districts can become focal points for generating businesses, attracting tourists, stimulating cultural development and fostering civic pride.

The Cultural District designation does not come with funding, but qualifies the district and nonprofit groups within it to apply for state and national project grants. To receive grant funding, a strategic plan is preferred so that funders can see how the project fits into the overall vision. The strategic plan must articulate how each strategy recommendation fits into the overall vision and furthers community-supported goals.

The Lamar Beach Master Plan recommends that the City of Austin investigate pursuing a Cultural Arts District designation to include the entire Lady Bird Lake Metropolitan Park. In this study phase, the City of Austin should work with its multiple non-profit partners within Lady Bird Lake Metropolitan Park area. In addition to the designation, the City should consider the development of a strategic plan to determine the overall vision and strategic initiatives for the cultural district.

ACTION STEPS

- Investigate a Cultural District designation. Continue discussions with the multiple non-profit partners within Lady Bird Lake Metropolitan Park area.
- Consider developing a Lady Bird Lake Cultural District Strategic Plan.

HOW MUCH WILL THIS COST?

- Staff time
- Lady Bird Lake Cultural District Strategic Plan - **\$50,000**

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Economic Development Department
- Austin Planning and Zoning Department
- Austin Art in Public Places



A cultural district designation would provide funding and a vision for the cultural events and destinations along the Lady Bird Lake Corridor.

4



DOG MANAGEMENT

In many respects dog owners have a positive impact on local parks, using them consistently and activating these spaces during non-peak early morning or evening hours. However, heavy dog use in parks also poses serious health hazards for park users (especially children); and places heavy burdens on park staff and maintenance crews.

Laws requiring owners to keep dogs on leashes and clean up their waste are already in existence; however, these laws are currently not well enforced.

ACTION STEPS

- Require new residential development within walking distance of the park to provide on-site dog facilities, e.g. a roof-top green space or an interior dog run, sized to accommodate dogs in residential dwelling units.
- Offer new non-residential and existing developments incentives to create on-site dog facilities.
- Enforce existing clean up and leash laws.
- Include information about off-leash locations and hours in wayfinding and signage elements.
- Place bag stations near trash bins.
- Perform regular maintenance of bag stations.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Old West Austin Neighborhood Association
- Downtown Austin Neighborhood Association
- Austin Animal Services



A dog management strategy will ensure Lamar Beach and the Butler Hike and Bike Trail minimize impact to water quality and the natural environment.



5

HOMELESS AND AFFORDABLE HOUSING POLICY

The City of Austin is currently undergoing a severe shortage in affordable housing, a problem exasperated by an additional lack of emergency housing for individuals trying to transition out of homelessness.

Due to the affordable housing crisis, many homeless individuals camp in public parks overnight; leading to problems with sleep deprivation and crime and a perception that the park is unsafe. The Austin Resource Center for the Homeless (ARCH) is the City’s main resource for providing shelter for homeless individuals during the day. However, the number of homeless individuals requiring services during the evening exceeds the building’s current capacity.

ACTION STEPS

- Set aside funding for a city-wide homeless study to better assess regional homelessness challenges and solutions.
- Use staff and volunteer organizations to monitor parks for loitering.
- Explore partnerships with local organizations to establish new facilities promoting entrepreneurial skills for the homeless (e.g. the Mobile Loaves & Fishes ice cream bikes that people can rent).
- Secure facilities, power outlets and water sources to prevent unauthorized use of parks and discourage loitering.
- Improve lighting to ensure park safety at all hours.
- Avoid overly comfortable furnishings to discourage sleeping in the park.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Neighborhood Housing and Community Development Department
- Nonprofit partner organizations



The City of Austin is currently undergoing a severe shortage in affordable housing, this contributes to homeless populations residing in areas of the park such as Heron Creek.



6

TEMPORARY STREET CLOSURES AND EVENT PROCEDURES

Stakeholders in the planning process expressed concerns with the frequency of street closures on Cesar Chavez Street due to annual marathons and festivals.

ACTION STEPS

- Develop a strategy for key events such as festivals and marathons in coordination with the Council Events Task Force Committee recommendations.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- City of Austin Council Events Task Force Committee
- Austin Transportation Department
- Texas Department of Transportation
- Austin Parks and Recreation Department
- Community Event Organizers



Cesar Chavez Street is a popular road for marathons, but a special event plan will ensure that other programs can plan and operate without interruption.



CESAR CHAVEZ STREET ACCESS AND TRAFFIC MANAGEMENT

In order to increase the safety of pedestrians and bicyclists on Cesar Chavez Street, the City of Austin should develop and implement access and traffic management standards, including:

SAFE DRIVEWAYS

The guiding principle in driveway design is stated in the NACTO Urban Street Design Guide: At...driveways, sidewalks should be maintained at-grade through the conflict zone, as shown in *Figure 65: Sidewalk continues level through driveway*. Driveways need not be more than 20 feet wide (one lane in, one lane out) and should not resemble mini-intersections, as shown in *Figure 66: Driveway types*. If necessary, add an island in the center of the driveway to minimize the overall width. Driveways should not be made wider to accommodate infrequent trucks. In addition, there should be as few driveways as possible.

PEDESTRIAN FACILITIES

The Lamar Beach environment has a robust network of existing pedestrian walkways but there are limited opportunities where crossings are provided along Chavez. As such enhanced crossing facilities are recommended with the preferred alignment consisting of the following:

- **Cesar Chavez Street between Mopac Expressway and Sandra Muraida Way**—this section would include a new signalized intersection with pedestrian facilities at Pressler Street, B. R. Reynolds Drive and Sandra Muraida Way. In addition it is recommended that two mid block pedestrian crossings be installed - one opposite the YMCA and one opposite Austin Pets Alive!. These crossings would be signalized and coordinated with the adjacent signals. By using fixed time signals, delay to pedestrians will be minimized. These signals will also help to manage traffic speed, and provide gaps for drivers exiting the parking lots.
- **B. R. Reynolds Drive** – It is recommended that a pedestrian crosswalk be installed between the #3 bus stop and the YMCA parking lot. It would have a pedestrian refuge island in the center of the street, but no signal. Reynolds is to be only One-lane in each direction, so a island will create a safe crossing. The bus stop would be placed after the crosswalk in the direction of travel.
- **Park Road** – This street is to be a low-speed, two-lane road, but there could be bus traffic. As such we recommend formal crossings where park paths intersect the road. These would be marked crosswalks with a pedestrian refuge island. Signals would not be necessary. Additionally we recommend informal crossings every 200 feet. These would have center islands or other roadway narrowing features.
- **Stephen F. Austin Drive** – The intersection with Park Road would include full pedestrian crossing facilities at all legs of the stop-controlled intersection.

ACTION STEPS

- Continue discussions with Texas Department of Transportation , Central Texas Regional Mobility Authority and Austin Transportation Department.
- Develop and implement access management strategies for Cesar Chavez Street.

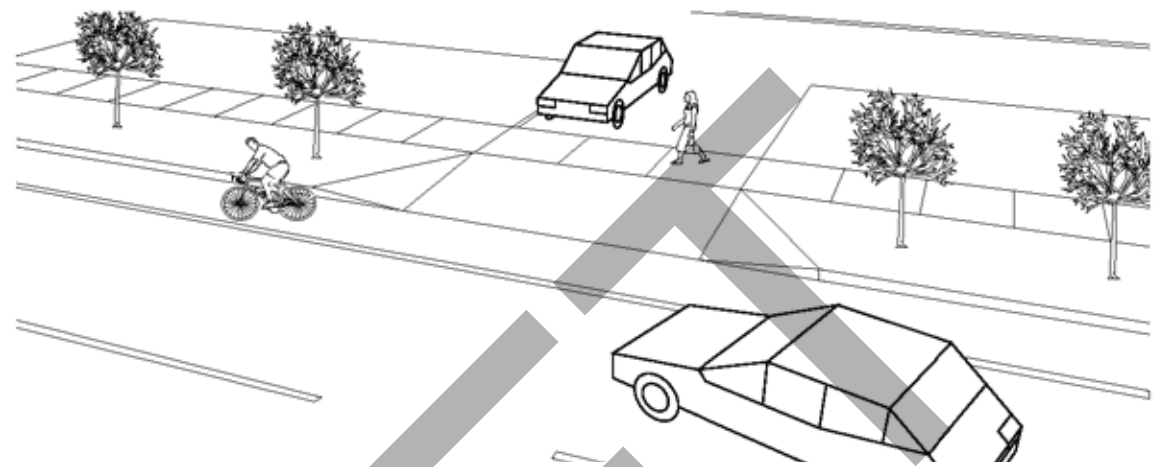


Figure 65: *Sidewalk continues level through driveway*



An example of a safe driveway.



A driveway that operates like a mini-intersection.

Figure 66: *Driveway types*

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Central Texas Regional Mobility Authority
- Texas Department of Transportation
- Austin Parks and Recreation Department

2



PARK PARKING STRATEGY

Austin High School, Town Lake Animal Center/Austin Pets Alive!, West Austin Youth Association and YMCA have dedicated parking spaces within the Lamar Beach area, see *Figure 67: Lamar Beach area parking supply*. While primarily occupied for their own needs during peak activity, they could offer shared access during off-peak times. Some of the shared parking opportunities identified are:

- West Austin Youth Association could use the parking lots at the eastern end of Austin High School outside school or school event hours, it is a five to seven minute walk. This could reduce the number of spaces required to be built for West Austin Youth Association.
- The parking lot between the YMCA and Austin Pets Alive! could be a shared resource. New parking is shown in the plans to the south east of the YMCA can be shared between all park users including West Austin Youth Association. This frees up the lots on the western side of the YMCA to be shared with Austin Pets Alive!.
- Texas Rowing Center patrons could be allowed to use the Austin High School visitor parking (15 spaces) outside school or school event hours.

ACTION STEPS

- Form a park parking management working group amongst Austin High School, YMCA, Town Lake Animal Facility/Austin Pets Alive!, West Austin Youth Association, and Texas Rowing Center to facilitate sharing parking lots.
- Develop and implement a shared parking agreement.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund
- Partnerships

WHO CAN HELP WITH THE EFFORT?

- Austin High School
- Town Lake Animal Center/Austin Pets Alive!
- West Austin Youth Association
- YMCA

PARKING GENERATOR	SPACES	DEMAND PEAKS
Austin High School	427	Weekdays
Austin Pets Alive!	46	Weekdays
West Austin Youth Association	220	Evenings/ Weekends
YMCA	80	Evenings/ Weekends
Texas Rowing Center	--	Weekends
Total	773	

Figure 67: Lamar Beach area parking supply

3



AUSTIN HIGH SCHOOL PARKING AND ACCESS MANAGEMENT

Figure 68: Austin High School access management diagram presents a summary of existing parking spaces that are either provided at, or located near Austin High School (Austin High School). The Urban Land Institute’s Shared Parking model uses standard parking generation ratios estimate parking demand at the project level, inclusive of shared-parking efficiencies. These efficiencies are based on research on the impact of off-setting demand peaks and internal trip capture on cumulative parking demand among land uses collocated on the same site, or within a walkable, mixed-use environment. The model also factors whether the site or mixed-use area is within an urban or suburban context.

For a high school of roughly 2,500 students and 150 teachers, the model projects parking to peak at:

- 575 spaces for a suburban setting; and
- 225 spaces for an urban setting.

Per the ULI model, Austin High School might be something of a hybrid model today (with a total of 427 combined student, staff, and visitor spaces). Austin High School was originally planned and constructed before it was actually considered an urban location and is not directly served by any public transit, which most urban schools rely on for parking relief. As Downtown Austin continues to grow, the area around Austin High School will continue to shift towards an urban setting.

In both the short and long term, the Austin High School parking lots will not be affected by this project. Thus the 427 parking spaces will remain. Additionally, the adjacent public parking of 430 spaces will remain and serve as overflow, particularly for visitor parking.

ACTION STEPS

- Continue discussions with AISD, Austin High School, Texas Department of Transportation and Austin Transportation Department.
- Develop and implement a parking strategy for Austin High School.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Independent School District
- Austin High School
- Texas Department of Transportation
- Austin Transportation Department

LOCATION	AUSTIN HIGH SCHOOL PARKING CAPACITY
Tennis (used for senior parking only)	101
North Side of Stephen F. Austin Drive (designated for student use)	90
East Parking Lot (students only)	110
Total Student Dedicated Parking	301
West Parking Lot (shared with visitor parking)	78
East Parking lot near Performing Arts Center	48
Total Staff Designated Parking (shared with visitor parking)	126
Total at Austin High School Austin High School does not have designated parking for student, staff, or visitor use on Veteran's Drive, the south side of Stephen F. Austin Drive, and does not use parking under the MoPac bridge.	427

LOCATION	PUBLIC PARKING
Veterans Drive	91
South Side of Stephen F. Austin Drive	89
Parking under MoPac Bridge	250
Total Public Parking	430

Figure 68: Austin High School access management diagram

4



INCREASE TRANSIT FACILITIES AND SERVICES

Bringing more transit into the park will help integrate it more into downtown, and provide options to driving. This is especially necessary to reduce driving trips to Austin High School.

Three Capitol Metro bus routes currently use Cesar Chavez Street in the project area. These are limited routes #111 and #171 and express route #970. The total number of buses is seven per hour in peak direction during peak hour. There is no service during off peak hours. These routes would not be affected.

Local bus route #3 and Rapid bus route #803 use Cesar Chavez Street to the east (toward Guadalupe Street) and Lamar Boulevard to the south (across the lake). As with other traffic, they use B. R. Reynolds Drive in one direction and Sandra Muraida Way in the other. There is currently one bus stop in the project area, on the east side of B. R. Reynolds Drive for the #3 bus destined southbound across the lake. There is no reciprocal stop for the northbound #3 on southbound Sandra Muraida Way between Lamar Boulevard and Cesar Chavez Street.

ACTION STEPS

- Add bus stops on Pressler Street at Cesar Chavez Street. They would be served by limited routes #111 and #171, see *Figure 69: Transit diagram*. This would be an ideal location for future bus service coming from the new MoPac Expressway express lanes. It would be a 2-3 minute walk from Fifth Street.
- Add a bus stop on Cesar Chavez Street at Sandra Muraida Way. This would be served by the northbound #3, see *Figure 69: Transit diagram*. There is a pedestrian path just east of the spiral pedestrian ramp on eastbound Cesar Chavez Street and this appears to be the optimal safe location for this stop. This stop would be the reciprocal stop for that which exists on B. R. Reynolds Drive.
- Implement a new bus route through the park from Austin High School to downtown. This could be an extension of the RideScout, which was piloted on Fifth and Sixth Streets in 2015 (currently not in service), or it could be another new or revised route. A proposed route that builds on the RideScout model (see *Figure 70: RideScout*) would enter from the west terminal used in 2015 (at Whole Foods) it would continue south on Bowie Street, turn left on West Third Street, right on Seaholm, right on Cesar Chavez Street, left on the park road, and into Austin High School.

WHAT ARE POTENTIAL FUNDING SOURCES?

- Capital Metro

WHO CAN HELP WITH THE EFFORT?

- Capital Metro
- Austin Transportation Department
- Austin Parks and Recreation Department

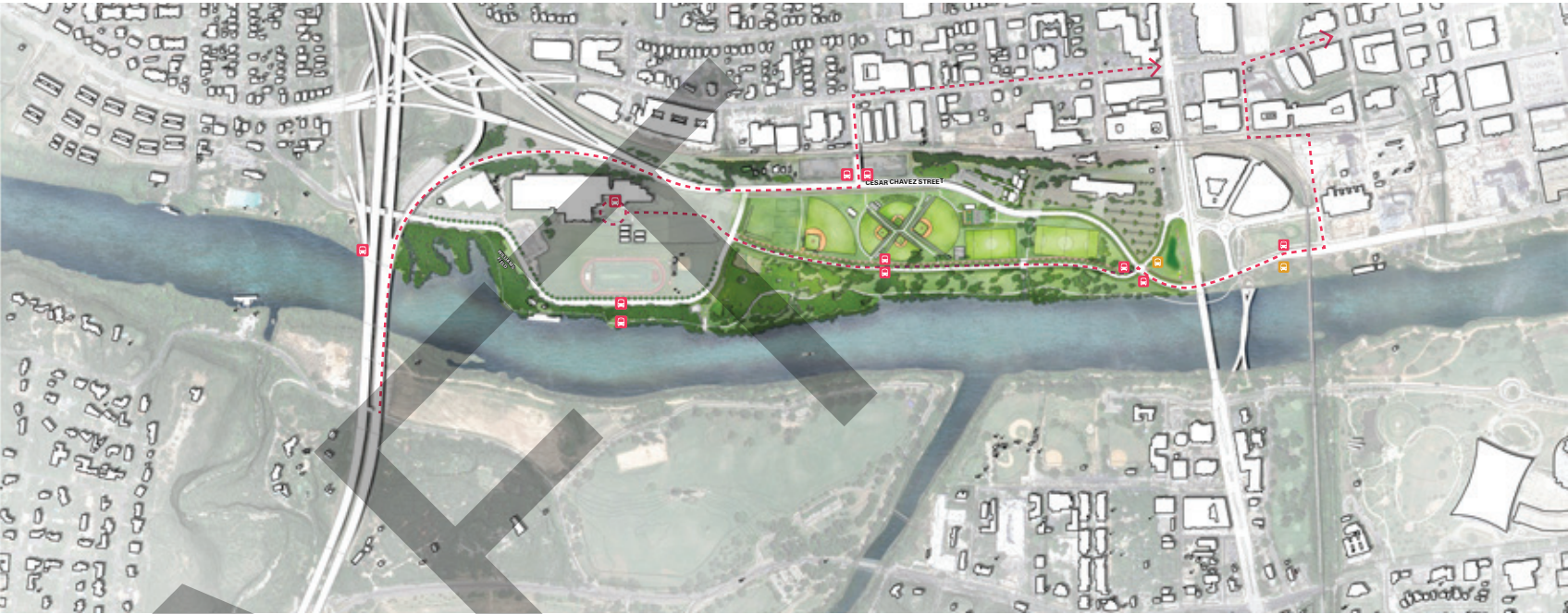


Figure 69: Transit diagram

- Proposed Bus Stop
- Existing Bus Stop
- Proposed Bus Route

The bus stops to be created:

Westbound:

- West Bound Cesar Chavez Street, east of Sandra Muraida Way
- West Bound Park Road, east of Cesar Chavez Street
- West Bound Park Road mid-park
- Austin High School

Eastbound:

- Austin High School
- East Bound Cesar Chavez Street road mid-park
- East Bound Cesar Chavez Street, east of B. R. Reynolds Drive
- East Bound Cesar Chavez Street, east of Sandra Muraida Way, shared with northbound #3

Northbound:

- Pressler Street at Cesar Chavez Street

Southbound:

- Pressler Street at Cesar Chavez Street



Figure 70: RideScout



WEST AUSTIN YOUTH ASSOCIATION SHARED USE FIELDS

West Austin Youth Association could partner with the City of Austin to provide public use of the fields during off hours. This could generate revenue and provide more public amenities at Lamar Beach.

- West Austin Youth Association could rent fields (with lights) on an hourly basis for public adult recreational softball leagues on appropriate sized fields after the youth games when it is too late in the evening to start more youth games. Some of the adult recreational leagues can be specialty leagues such as over 30-year-olds, over 40-year-olds, over 50-year-olds, and over 60-year-olds. The over 50 and 60-year-old leagues could play on the same fields as the T-Ball leagues as the paths are shorter and the outfields are smaller to cover.
- Weekend tournaments can be held on Saturdays and Sundays at the West Austin Youth Association fields that are open to the public (including out of town teams). The fields can be rented to the tournament organizers which they typically include in their tournament entry fees.
- West Austin Youth Association can rent available diamond field time to public rectangle field users (soccer, football, flag football, lacrosse, etc.) for practice space in the outfields when the diamond fields are not being used.
- Public drop-in play can be scheduled and publicized for a certain amount of time on each field each week around the West Austin Youth Association schedule. Even an hour per day equals at least 35 hours per week.
- If West Austin Youth Association does not play during any of the seasons during the year, those shoulder seasons could be set aside for public use of the ball fields.
- A precaution needs to be taken on the number of hours of use on each field so the turf does not get torn up. The natural turf will need to be rested each week to be able to maintain the quality turf. Overuse is possible if West Austin Youth Association does not have a field capacity and rest policy for natural turf.

ACTION STEPS

- Continue discussions with West Austin Youth Association.
- Amend partnership agreement to reflect shared use procedures.

WHAT ARE POTENTIAL FUNDING SOURCES?

- User Fees

WHO CAN HELP WITH THE EFFORT?

- West Austin Youth Association
- Austin Parks and Recreation Department



West Austin Youth Association could explore opportunities to rent out the ballfields at night for public adult recreational leagues.

6



FRIENDS OF LAMAR BEACH ORGANIZATION

This organization would be run exclusively by volunteers and could assist with coordinating events and fundraising for Lamar Beach. Representatives of partner organizations such as West Austin Youth Association, YMCA, Austin High School and the Texas Rowing Center, as well as neighborhood residents, and other park users should be recruited to work collaboratively in cultivating and promoting investment, safety and enjoyment of the Lamar Beach. The Trail Foundation is already the established non-profit steward who funds improvements for the Butler Hike and Bike Trail, this group would focus exclusively on the remaining areas of Lamar Beach so as not to duplicate efforts.

ACTION STEPS

- Contact residents and partner organizations such as the Austin Parks Foundation to determine if there is interest in forming a Friends of Lamar Beach organization.
- Establish the organization and file for nonprofit status. This step includes the following:
 - Choose the initial directors for the nonprofit.
 - Prepare and file nonprofit articles of organization.
 - Prepare bylaws for the nonprofit corporation.
 - Hold a meeting with the board of directors.
 - Determine strategy for years one through five. It will be important to make sure that the timeline is realistic. Set achievable goals for each year that can lead to a few long-term goals.

HOW MUCH WILL THIS COST?

- Staff or volunteer assistance filing the 501(c) 3 status.

WHAT ARE POTENTIAL FUNDING SOURCES?

- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks Foundation
- Community Members
- Austin Parks and Recreation Department



A Friends of Lamar Beach organization could help fund and organize volunteer events.

Image Source: Austin Parks Foundation



7

VOLUNTEER ENVIRONMENTAL CLEAN UP PROGRAM

The Trail Foundation and the Austin Parks Foundation currently have volunteer programs that facilitate hands-on trail and park improvement projects such as planting, weeding, and general clean-up. Lamar Beach should be a priority location for volunteer projects.

A few projects that volunteers could assist with include:

- “Cesar Chavez Street Minor Improvements” on page 71
- “Stephen F. Austin Drive Improvements” on page 72
- “Butler Hike and Bike Trail Improvements” on page 77
- “Heron Creek and Park Trail Improvements” on page 78
- “Savanna Restoration” on page 87

Many of these projects will require professional planning, management and materials in addition to volunteer efforts.

ACTION STEPS

- Continue discussions with Austin Parks Foundation and The Trail Foundation.
- Plan and coordinate volunteer clean up events.

HOW MUCH WILL THIS COST?

- Volunteer Assistance

WHAT ARE POTENTIAL FUNDING SOURCES?

- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks Foundation
- The Trail Foundation
- Community Members
- Austin Parks and Recreation Department



A volunteer environmental clean up program can assist with the implementation of many projects in the Lamar Beach Master Plan.